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REPORT

OF THE

POSTMASTER GENERAL

TO THE

PRESIDENT.

FEBRUARY 28TH, 1862.

WAR DEPARTMENT.

POST-OFFICE DEPARTMENT,
RICHMOND, February 28, 1862.

SIR:—I have the honor to submit the following report of the condition and progress of business of the Post-Office Department:

The eighth section of the first article of the Constitution provides that Congress is "to establish post-offices and post-routes; but the expenses of the Post-Office Department, after the first day of March, in the year of our Lord eighteen hundred and sixty-three, shall be paid out of its own revenues."

As stated in my last report, the total cost of the postal service in the Confederate States, exclusive of the States of Kentucky and Missouri, over which our postal service has been but partially extended, was, for the fiscal year ending June 30, 1860, four million two hundred and ninety-six thousand two hundred and forty-six dollars and seventy-eight cents, ($4,296,246 78).

The total receipts of revenue derived from postages, for the same period, were one million five hundred and seven-

teen thousand five hundred and forty dollars and fifty-five cents, ($1,517,540 55).

The excess of expenditure over receipts, for the same time, was two million seven hundred and seventy-eight thousand seven hundred and six dollars and twenty-three cents, ($2,778,706 23).

Among the means adopted by Congress to enable the Post-Office Department to overcome this large deficiency, and to render the Department self-sustaining, was, the abolition of the franking privilege; the increase of the rates of postage on all descriptions of mailable matter; the prohibition of the carrying of newspapers and other mailable matter over the post-routes as freight; the providing that all contracts to be made for carrying the mails should be let to the lowest bidder, without reference to the mode of conveyance; the clothing of the Postmaster General with power "to annul contracts, or to discontinue or curtail the service and pay on them, when he shall deem it advisable to dispense with the service in whole or in part," on the conditions specified in the law; and the reduction of the rates of compensation to railroad companies.

CONTRACT BUREAU.

In order to prepare the Department to meet the requirements of the Constitution, that it shall be made self-sustaining after the first of March, 1863, and in execution of the laws, and to carry out the policy of Congress on this subject, I have, from time to time, curtailed the service on such routes as would admit of it, and wholly discontinued it on others where this could be done without material inconvenience to the public, and where the cost of the service was grossly disproportionate to the receipts from postages. I have also discontinued the service of such route and local agents as could be dispensed with.

In addition to the reduction of the cost of service by curtailments and discontinuances, above referred to, the performance of service has been prevented on a number of steamboat and steamship routes, by the hostile fleets of the enemy.

Tabular statement marked A, herewith submitted, exhibits, in detail, the several routes on which the service has been curtailed or discontinued, and the reduction of annual expenditure occasioned thereby, for the present fiscal year.

The reduced expenditure, by curtailments of service, by this statement, is	$261,716 64
By discontinuance of service, by order of the Department,	129,785 98
By discontinuance of service by the blockade,	340,250 00
Making a total annual reduction of the cost of service, of	$731,752 62

In accordance with the requirements of the Act of Congress of the 9th of May last, I have divided the railroads of the Confederate States into three classes, and assigned the compensation to be allowed to each for carrying the mails.

Tabular statement, herewith submitted, marked B, exhibits, in detail, the present annual cost of the railroad service, as compared with its cost for the fiscal year, ending June 30, 1860.

From this, it will be seen that the railroad service, for the year ending June 30, 1860, cost	$1,036,998 33
And that, for the present fiscal year, it costs	900,625 25
Amount saved to the Treasury by this reduction,	136,373 08
Add reductions of expenditure by curtailment and discontinuance of other branches of the service,	731,752 62
Giving a total annual saving to the Department, of	$868,125 70

It will be seen, by reference to tabular statement B, that there were seven thousand and nine miles of railroad in operation in the Confederate States in the year 1860; and that there are now eight thousand two hundred and sixty-five miles in operation—showing an increase of twelve hundred and fifty-six miles. I would state, in this connection, that, owing to the completion of a number of railroads since 1860, and the perfecting of new and important connections thereby, the rate of compensation has been increased on them; and the aggregate cost of the service has been increased, under the new classification, by the additional num-

ber of miles run. From this it will be seen that the rate of reduction of the cost of the railroad service is greater than is shown by the aggregate cost of the service at the two periods above named. Several of the railroads now carrying the mails under contract with this Department, heretofore carried them under sub-contracts with other contractors; and the cost of that kind of service has not been embraced in any statement of railroad service heretofore exhibited.

At the date of my last report, there were ninety-one railroads and branches known to the Department, and but fifteen of them had entered into contracts with the Department for carrying the mails. Now, there are one hundred and nine roads and branches, and fifty-five have entered into contract. And these embrace nearly all the important railroads in the Confederate States.

At the date of my last report, thirteen hundred and seventy-two contracts for carrying the mails had been prepared in duplicate and sent out for execution; and eight hundred and thirty-three of them had been executed and returned to the Department. Up to this date sixteen hundred and twenty-five contracts have been prepared in like manner and sent out for execution; and thirteen hundred and six have been returned executed—leaving three hundred and nineteen outstanding, which have not been executed, as will appear by tabular statement hereto annexed, marked C.

The contracts for carrying the mails in the States of Alabama, Mississippi, Louisiana, Texas, Arkansas, Tennessee, Kentucky and Missouri, will expire on the 30th June next; and advertisements have been prepared and are being sent out, inviting proposals for carrying the mails in all of the above named States, except Kentucky and Missouri, for four years from the first of July next. Owing to the occupation of a large portion of the territory of the two States last mentioned by the Federal troops, it is not practicable, at present, to relet the service in those States.

By the twenty-third section of "An Act to change the organization of the Post Office Department, and to provide more effectually for the settlement of the accounts thereof," approved July 2, 1836, it is provided "that it shall be the duty of the Postmaster General, before advertising for proposals for the transportation of the mails, to form the best judgment practicable as to the mode, time and frequency of transportation on each route, and to advertise accordingly."

I have endeavored to comply with the requirements of the

law above quoted by making a careful revision of all the routes established by law in the States of Alabama, Mississippi, Louisiana, Texas, Arkansas and Tennessee, by determining the time and frequency of transporting the mails on each route, by omitting to ask for a renewal of service on such routes as were deemed unnecessary, and by taking the requisite steps for securing service on new routes where it is required. The mode of service is determined by our statute, as stated in a former part of this report.

Tabular statement, marked D, hereto annexed, exhibits, in detail, the number, termini and present cost of service of all the routes which it was deemed advisable to omit in the advertisements heretofore referred to. From this exhibit, it will also be seen that the present cost of service, on the routes omitted, and which have heretofore been in service, amounts to four hundred and ninety-four thousand one hundred and eighty-nine dollars and eighty-nine cents. This exhibit will also show the number of routes established by law, which have not heretofore been in service, so far as this Department is advised, and which are not included in the advertisement for service for the next four years.

In revising and systematizing the routes in the States above named, it became necessary to advertise for service on some routes not heretofore established by law, in order to promote efficiency and economy in the service. A descriptive list of these routes is hereto annexed, marked E; and their establishment as post routes is respectfully recommended.

The transportation of the mails constitutes the chief item of the expenditure of the Post-Office Department. The total cost of transporting the mails in the Confederate States, (excepting Kentucky and Missouri) for the year 1860, was three million four hundred and thirteen thousand two hundred and eighty dollars, ($3,413,280.) Looking to the necessity of rendering the Department self-sustaining, the following reductions have been made in the cost of this branch of the service, to wit:

By curtailments and discontinuances of service on routes as stated in a former part of this report,	$868,125 70
By cost of service on routes which will be discontinued after 30th June, next	420,571 59
Making a total reduction of	$1,288,697 29

In addition to these means of reducing this item of expenditure, under the new service to be commenced on the first of July next, the number of trips on a large number of routes has been reduced, and long routes have been, in many instances, broken up into shorter ones, so as to induce greater competition by opening them to a greater number of bidders. These measures, added to the letting of all contracts on "star bids," should produce a considerable reduction of the cost of mail transportation. But this may, in a greater or less degree, be counteracted by a reduction of competition in bids for the new service, on account of the large number of our citizens who are in the army. And if it shall be found that the price of animals and vehicles, and forage and subsistence is increased by the existence of the war, that will also increase the cost of the new mail service; and, to that extent, counterbalance the anticipated reductions of the cost of the service.

It is also to be remembered that the postal service in a considerable portion of Western Virginia is not under our control; and this will reduce the cost of the service during the present condition of that section of the State. This will, also, diminish the revenue of the Department—but there will, nevertheless, be an augmentation of the current revenue, without reference to this part of Virginia.

The reduction of cost of service, by curtailments and discontinuances of service on routes, has been more limited in the States of Virginia, North Carolina, South Carolina, Georgia and Florida than in the other States heretofore named, on account of the want of the necessary maps. But these maps are in process of completion, and when completed, will enable the Department to make additional reductions of the cost of the service in these States, similar in extent to the reductions made in the other States.

These facts, considered in connection with the augmented receipts of revenue from postages, which will be exhibited in another part of this report, will furnish the information now in possession of the Department upon which to estimate the probability of its being rendered self-sustaining by the time prescribed in the Constitution.

The tabular statements above referred to, have been prepared with great care and labor by the Contract Bureau, and exhibit a large amount of valuable information, in detail, in relation to the postal service, in addition to that heretofore

specially referred to in this report; and attention is respectfully invited to them.

APPOINTMENT BUREAU.

The whole number of Post-Offices in the Confederate States, at this date, excepting those in Kentucky and Missouri, and including those in Western Virginia, is 8,389
Number established since June 1, 1861, 116
Number discontinued since June 1, 1861, 257
Number of Postmasters appointed since June 1, 1861, 7,009
Number of Postmasters commissioned since June 1, 1861, 5,266
Number of Postmasters who have resigned since June 1, 1861, 807
Number of Postmasters who have been removed since June 1, 1861, 265
Number of Postmasters who have died since June 1, 1861, 80

All of which will appear in detail, by reference to tabular exhibit, marked F, herewith submitted.

No material changes have been made of Postmasters subject to Presidential appointment, or of special, route, and local agents, since my last report.

In answer to the advertised proposal for printing Post-Office blanks, for the use of the Department for the next four years, since my last report a bid has been accepted and a contract sent out for execution, on terms favorable to the Department.

The whole number of requisitions from Postmasters, for supply of Post-Office blanks, wrapping paper, and twine, since the 1st of June, 1861, is 8,140
The number of requisitions supplied in full, 6,769
Number of requisitions to be supplied, 1,212

Which will appear in detail, by reference to tabular statement marked G, herewith submitted.

This Bureau has been prevented from promptly and fully supplying all the demands for blanks, &c., for Post-Offices, by the difficulty which has been encountered in obtaining paper and having the printing done. But, it is thought,

this difficulty will soon be overcome, and the supply be made equal to the demand.

FINANCE BUREAU.

In order to give a full view of the operations of the Finance Bureau, I will present its condition, as shown by the Chief of the Bureau, on the 19th November last, as exhibited in my last report, and its operations, as shown from that date to the present.

The books of this Bureau show that Postmasters who are required to deposit the revenues of their offices, deposited in the Treasury and its branches, between the first of June and 19th November, 1861,		$75,605 70
Between the 19th November, 1861, and 27th February, 1862,		433,052 93
Making, since the 1st June, 1861,		508,658 63
The amount of grants from the Treasury, in aid of the revenues of the Department, was, by the act approved March 16, 1861,	$320,060 36	
And by act approved 29th August, 1861,	500,000 00	
		820,060 36
Total of deposits and grants,		$1,328,718 99
Between the 27th July and 19th November, 1861, 337 warrants were issued upon the Treasury, in payment of postal service, amounting to	225,434 96	
And between the 19th November, 1861, and 27th February, 1862, 610 warrants, amounting to	750,584 21	
Making, in all, 947 warrants, amounting to		976,019 17
Leaving undrawn and subject to warrants,		352,699 82

Six hundred and seventy-five drafts were issued on a class of offices styled "draft offices," previous to the 19th of November, 1861, in payment of the postal service, for sums amounting to	40,388	36
Eight hundred and twenty-eight drafts have been issued between the 19th of November, 1861, and the 27th February, 1862, for sums amounting to	58,220	33
Making the total number of drafts heretofore issued 1,503, amounting to	98,608	69
Add amounts paid by warrants, up to date,	976,019	17
Whole amount of payments to date,	$1,074,627	86

The number of dead letters received and opened, up to the 19th November, 1861, was	88,682
Number received and opened since that date,	85,724
Making, in all,	174,406
Number of drop letters to 19th November, 1861,	8,512
Number from 19th November, 1861, to date,	4,617
Making, in all,	13,129
Number of letters held for postage, up to 19th November, 1861,	7,818
Number from 19th November to date,	6,984
Making, in all,	14,802

Of these letters, 1,331 contained money, amounting to	$9,392 25
And 2,411 contained drafts, bills of exchange, notes, and other valuable papers, amounting to	$1,612,904 38

That portion of the above named letters, with the bills of exchange, drafts and notes which they contain, belonging to citizens of the United States, have been placed in the hands of the proper judicial officers for their action thereon under the Sequestration Act.

All the letters, 1331 in number, which contained money,

amounting to $ 9,392 25, have been sent out to be delivered to their proper owners. Of this number, ninety-one, containing $ 482 30, have been returned to the Department unclaimed.

At the request of the French Consul in Richmond, all dead letters for France have been opened, and those which contained valuables delivered to him. Those for Great Britain have been delivered to the British Consul unopened.

The first postage stamps were delivered to the Department, under the contract by which it is now supplied, on the 15th of October, 1861.

Since then 9,289,400 five cent stamps have been received, equal to.....	$ 464,470 00
And 902,100 ten cent stamps.....	90,210 00
Making in all 10,191,500.....	$ 554,680 00

These stamps have been distributed to such post offices as were in the vicinity of military encampments, to the large cities, and to such of the principal and smaller towns as the number furnished by the printer has enabled the Department to supply. The Department, however, has just received from Europe, under the order referred to in my last report, two millions one hundred and fifty thousand (2,150,000) five cent stamps, equal to one hundred and seven thousand five hundred dollars, ($107, 500 00,) which, added to the number above stated, makes the total number of stamps received twelve million three hundred and forty-one thousand five hundred, (12,341,500,) amounting to six hundred and sixty-two thousand one hundred and eighty dollars, ($ 662,-180 00.) This number, together with those being furnished by the printer in this city, will enable the Department, in a very short time, to furnish every office with a full supply.

Two cent stamps have been much needed, and it is believed the Department will be able to supply them soon.

RECEIPTS AND EXPENDITURES.

As shown by my last report, the total expenditures of the Department for the fractional part of the quarter which ended on the 30th June last, were two hundred thousand nine hundred and thirty-seven dollars and ninety-seven cents, (200,937 97,) and the total receipts, ninety-two thousand three hundred and eighty-seven dollars and sixty-seven cents, ($ 92,387 67,) leaving an excess of expenditures over

receipts of one hundred and eight thousand five hundred and fifty three dollars and thirty cents, ($ 108,553 30.)

By the report of the Auditor of the Treasury for the Post Office Department for the quarter ending 30th September, 1861, a copy of which is hereto annexed, marked H, it is shown that the total expenditures of the Department for that quarter amounted to six hundred and sixty-nine thousand six hundred and twelve dollars and eighty-four cents, ($ 669,612 84,) and the receipts to four hundred and fourteen thousand one hundred and fifty-five dollars and seventy-four cents, (414,155 74,) leaving an excess of expenditure over receipts of two hundred and fifty-five thousand four hundred and fifty-seven dollars and ten cents, ($ 255,457 10.) This shows an aggregate of expenditures, during the first four months of the operation of this Department, of eight hundred and seventy thousand five hundred and fifty dollars and eighty-one cents, ($870,550 81,) and an aggregate of receipts, for the same period, of five hundred and six thousand five hundred and forty-three dollars and forty-one cents, ($ 506,543 41,) leaving an excess of expenditure over receipts of three hundred and sixty-four thousand and seven dollars and forty cents, ($ 364,007 40.)

The total receipts of revenue from postages for these States, under the Government of the United States, for the fiscal year which ended June 30th, 1860, were one million five hundred and seventeen thousand five hundred and forty dollars and fifty-five cents, ($ 1,517,540 55.) One fourth of the above sum, equal to one quarter of the yearly receipts, is three hundred and seventy-nine thousand three hundred and eighty-five dollars and thirteen cents, ($379,385 13,) being thirty-four thousand seven hundred and seventy dollars and sixty-one cents, ($34,770 61,) less than the amount of the receipts for the quarter which ended on the 30th September last.

The report of the Auditor, for the quarter ending 31st December last, cannot, in the order of business, be made before April next; so that I am unable at this time to present a statement of the receipts and expenditures for that quarter. It is fair to presume, however, that the receipts of that quarter will considerably exceed the amount of the receipts for the quarter which ended the 30th of September, on account of the fact that postage stamps were distributed for use to a considerable extent during the greater part of the quarter, thereby facilitating the payment of postage,

which had been rendered difficult during the preceding quarter from the scarcity of specie.

The Department experienced some delay and difficulty in the collection of its revenues, during the first months of its active existence, by not having a large number of the postmasters appointed and bonded and under its efficient control, as well as on account of the fact that but few of the mail carriers had entered into contract with this Government, and therefore could not be furnished with collection orders, so as to act as the agents of the Government in collecting balances due it in the hands of postmasters on their respective routes. These difficulties are being removed by perfecting the organization of the Department and by the increasing efficiency of the organization of the Auditor's Office. The Department, therefore, confidently relies on realizing the greater portion of its accruing revenues to meet its current liabilities.

Assuming that the receipts for the quarter which ended the 30th September, will not exceed the average receipts per quarter for the year, which I think may be safely relied on, the receipts for the current year will be one million six hundred and fifty-six thousand six hundred and twenty-two dollars and ninety-six cents, ($1,656,622 96.)

The total receipts in the year 1860, were one million five hundred and seventeen thousand five hundred and forty dollars and fifty-five cents, ($1,517, 40 55.) The estimated increase of the receipts of the present over those of the preceding year, is one hundred and thirty nine thousand and eighty-two dollars and forty-one cents, ($139,082 41.) The amount of the fines and deductions imposed on contractors for failures and irregularities in the service are also to be placed to the credit of the Department. The fines imposed on contractors, up to the 31st of December last, were seven hundred and sixty-four dollars and six cents, ($764 06.) The amount of deductions to same date, was thirty-one thousand two hundred and eighty-three dollars and thirteen cents, ($31,283 13.) Making in all, thirty-two thousand and forty-seven dollars and nineteen cents, ($32,047 19.)

I assume the expenditures of the year ending June 30th, 1860, under the Government of the United States, as the safest basis for an estimate of the expenditures and liabilities of the Department for the year ending June 30th, next, as our present expenditures are being made under contracts then in existence, except as they have been modified by this Department, by omissions of contractors to perform service,

or by the occupation of parts of our territory by the public enemy.

The total expenditures of that year were		$4,296,246 78
Subject to the following deductions:		
Cost of service on routes discontinued by the blockade	$340,250 00	
Amount saved by curtailment and discontinuance of service on routes, by order of the Department	391,502 62	
By curtailment of cost of railroad service	136,373 08	
By amount of fines and deductions to 31st December	32,047 19	
		$900,172 89
Total of estimated liability,		$3,396,073 89
Amount of estimated receipts for current year, based on actual receipts of quarter ending September 30th	$1,656,622 96	
Amount of appropriation already made from general Treasury	820,060 36	
		$2,476,683 32
Leaving a balance unprovided for, of		919,390 57

Which will have to be provided for by Congress from the general Treasury.

In making the foregoing estimate of receipts and expenditures, I have not included the month of June last, which was the closing month of the last fiscal year, as we now reckon the fiscal year. The excess of expenditure over receipts for that month, was one hundred and eight thousand five hundred and fifty-three dollars and thirty cents, ($108,553 30,) which would be so much to be added to the above sum to be provided for from the general Treasury. But as the Department has not been charged with the expense of the service in a considerable portion of Western Virginia, nor in Tennessee, until after the 8th day of June last, nor on a number of routes elsewhere, on which the service has been abandoned, it will be

safe to omit the expenses of that month in the amount to be appropriated from the general Treasury.

From this it will be seen that the estimated excess of expenditure over receipts for thirteen months, ending the 30th June next, is one million seven hundred and thirty-nine thousand four hundred and fifty dollars and ninety-five cents, ($1,739,450 95,) while the deficiency in the same States, under the Government of the United States, for a like period, ending June 30th, 1860, was three million and ten thousand two hundred and sixty-five dollars and ten cents, ($3,010,265 10,) being an excess of deficiency of one million two hundred and seventy thousand eight hundred and fourteen dollars and seventeen cents, ($1,270,814 17 cents,) more than the estimated deficiency under the Confederate States.

TELEGRAPH LINES.

Under the several acts relating to the construction and control of telegraph lines, the sum of seven thousand one hundred and twenty-one dollars and eighty cents (7,121 80) has been expended between the date of my last report and the 31st December last, as will appear by reference to the Auditor's report, herewith accompanying.

A supplemental contract has been made with the Texas Telegraph Company, since the date of my last report, extending the time for the completion of the line of telegraph from the City of New Orleans to the City of Houston, to the fifteenth day of May next. And on the 27th of February, inst., the Department issued an order to William S. Morris, President of the Southern Telegraph Company, to build and put in operation a line of telegraph from Weldon, in the State of North Carolina, to Suffolk, in the State of Virginia, which, it is expected, will be completed in twenty days from the date of the above order. A line has also been built from Dumfries to Evansport; another from Manassas to Centreville, and an additional line from Stafford Court House to Brooks' Station, in Virginia.

For a full account of the action of the Department on this subject, reference is respectfully made to my last report.

EXPRESS COMPANIES AS MAIL CARRIERS.

Under the seventh section of "An Act to prescribe the rates of postage in the Confederate States of America, and

for other purposes," approved February 23, 1861, express and other chartered companies are prohibited from carrying any letters "unless the same shall be prepaid, by being enclosed in a stamped envelope of this Confederacy," and a penalty of five hundred dollars is denounced against any such company for violating the statute.

By the fifth section of "An Act vesting certain powers in the Postmaster General," approved March 15, 1861, it is provided "that it shall be lawful for the Postmaster General to allow express and other chartered companies to carry letters, and all mail matter of every description, whether the same be enclosed in stamped envelopes or prepaid by stamps, or in money; but if the same be prepaid in money, the money shall be paid to some Postmaster, who shall stamp the same paid, and shall account to the Post-Office Department for the same, in the same manner as for letters sent by the mail: and if prepaid by stamps, then the express or other company receiving such letters for delivery, shall obliterate such stamps, under the penalty of five hundred dollars for each failure; * * * * * * but if said letters or mail matter shall be received by such express or other company, not for delivery, but to be mailed, then the matter so carried shall be prepaid at the same rate that the existing law requires it to be paid, from the point where it may be received by such company to the point of its destination; and the Postmaster, where such company may mail the same, shall deface the stamps upon the same."

By the sixth section of the foregoing act, each agent of any company which may carry letters under its provisions, is required "to take an oath that he will faithfully comply with the law of the Confederate States relating to the carrying of letters or other mail matter, and obliterating postage stamps."

These three sections embrace all of our legislation on this subject.

By the ninth section of "An Act to reduce the rates of postage, to limit the use, and correct the abuse, of the franking privilege, and for the prevention of frauds on the revenues of the Post-Office Department," approved March 3, 1845, private express companies are expressly prohibited from carrying "any letters, packets or packages of letters, or other matter properly transmissible by the United States mail, except newspapers, pamphlets, magazines and periodi-

cals;" and a penalty of one hundred and fifty dollars is denounced against any violation of the law.

It has come to the knowledge of the Department that numerous frauds have been perpetrated against its revenues by what is known as the Southern Express Company; and prosecutions have been ordered against it in a number of cases. But from supposed defects in our legislation on the subject, it is regarded as doubtful, by some of the law officers in charge of these cases, whether the prosecutions can be sustained against the company, and especially in States where it has not been incorporated.

It will also be seen, by reference to the fifth section of the "Act vesting certain powers in the Postmaster General," that the only penalty provided by it is against a failure to "obliterate postage stamps" on letters prepaid by stamps. And no penalty has been provided against any person connected with, or employed by, an express company.

The Southern Express Company is the only company carrying mailable matter, so far as is known to the Department, and the number of frauds being perpetrated by its agents upon the revenues of the Department will render it necessary for me to refuse to allow it to carry mailable matter, except such as is provided for in the seventh section of the Act of February 23d, 1861, above referred to, until some scheme can be devised for the better security of the revenues of the Department, if Congress shall think it necessary to attempt to provide such a scheme.

POSTAGE OF AGENTS AND CONTRACTORS OF THE POST OFFICE DEPARTMENT.

I must call attention to the recommendation made in my last report, that Congress provide some means of relieving special, and route, and local agents, and contractors, from the payment of the postage on their official correspondence. The agents are required to correspond with the Department and with postmasters and others on the business of the Department. The correspondence of the special agents is voluminous; and contractors for carrying the mails are required to make frequent responses to communications sent them from the Department in relation to the service, and to return to the Auditor, quarterly, the evidence of payments made them for such service, and to report to the Department the cause of every failure and of all irregularities in

the service on their several routes. My recommendations on this subject were not acted on, and I beg respectfully to renew them, and to call attention to the reasons stated in my last report for requesting this action; and also to renew the suggestions contained in that report, as to the modes of remedying this defect of legislation.

COMPENSATION TO CONTRACTORS FOR PAST SERVICES.

The condition of those contractors for carrying the mails under the Government of the United States, who continued to carry them in the several States of this Confederacy after they seceded from the Government of the United States, and before this Government took charge of the postal service, on the first of June last, requires consideration by Congress. But few of the contractors in all these States received any payments from the United States for their services after the secession of their respective States. This Government has made no provision for their payment, except to direct the collection of balances in the hands of postmasters on the first of June last, due to the United States, and hold the sum so collected for *pro rata* payment to these contractors, after ascertaining the amounts due them for such service. The Auditor is unable, as yet, to report to me the amount of the outstanding balances in the hands of postmasters, or the amount of indebtedness to contractors; and I am unable to come to a correct conclusion as to what success may attend his efforts to collect these balances. But, at the best which can be expected, the amount to be collected from postmasters will pay but a small part of the amount due to this class of contractors.

These contractors are entitled to great credit for having continued to perform this service, without any certain assurance as to when and how they were to be paid. If they had determined to abandon the service on the secession of their several States, (and there was no power to compel them to continue it,) the result to our country and cause must have been deplorable, while the difficulty of putting the service in operation under our new Government would have been greatly augmented. And though the Government of the United States received a part of the revenues arising from postages in these States after it had ceased to make payments to contractors, and only gave them notice of the discontinuance of their contracts under that Government,

from and after the 31st of May last, this does not weaken their claim on us for compensation, as their services were chiefly beneficial to our people. It is to be remembered, too, that they continued, in most instances, to perform this service under this Government for a considerable length of time after it assumed the control of the service, before the Department could command the information necessary to enable it to make payments to them for the current service. The whole subject is respectfully submitted for the consideration of Congress.

REDUCTION OF THE RATES OF COMMISSIONS ALLOWED TO POSTMASTERS.

I would respectfully call the attention of Congress to the necessity of a revision of the "Act regulating the pay of Deputy Postmasters," approved June 22, 1854. Under that act they are allowed, as a compensation for their services, commissions "on the postage collected at their respective offices in each quarter of the year, and in due proportion for any period less than a quarter, viz:

"On any sum not exceeding one hundred dollars, sixty per cent.; but any Postmaster at whose office the mail is to arrive regularly, between the hours of nine o'clock at night and five o'clock in the morning, may be allowed seventy per cent. on the first hundred dollars.

"On any sum over and above one hundred dollars, and not exceeding four hundred dollars, fifty per cent.

"On any sum over and above four hundred dollars, but not exceding twenty-four hundred dollars, forty per cent.

"And on all sums over twenty-four hundred dollars, fifteen per cent.

"On the amount of postage on letters and packages received at a distributing office for distribution, twelve-and-one-half per cent. commissions may be allowed."

The rate of postage on which the foregoing rates of commissions were allowed, was, for any distance embraced within the limits of the Confederate States, *three* cents; whereas the same rates of commission are now allowed on the following rates of postage, viz:

For every single sealed letter conveyed, not exceeding five hundred miles, *five* cents; and for any distance exceeding five hundred miles, *ten* cents.

Under the former low rate of postage, a Postmaster would

mail three thousand three hundred and thirty-three letters for seventy dollars of compensation, whereas he now receives that sum for mailing two thousand at the five cent rate, or one thousand at the ten cent rate of postage. If, therefore, the former rates of commission were an adequate compensation for the labor performed by Postmasters, it is manifest that their compensation, under the present rates of postage, is disproportionate to the service performed, and could with propriety be reduced.

I therefore suggest, for the consideration of Congress, the following rates of commissions in lieu of those now allowed:

On any sum not exceeding one hundred dollars, fifty per cent.; but to any Postmaster, at whose office the mail is to arrive regularly, between the hours of nine o'clock at night and five o'clock in the morning, sixty per cent.

On any sum over one hundred dollars, and not exceeding four hundred dollars, forty per cent.

On any sum over four hundred dollars, but not exceeding twenty-four hundred dollars, thirty per cent.

And on all sums over twenty-four hundred dollars, ten per cent.

On the amount of postage on letters and packages received at a distributing office, for distribution, eight per cent.

These rates of commissions on our rates of postage, will give a more ample compensation to Postmasters for their labor than they would receive by the present rates of commissions upon the former low rate of postage. And while these rates of commissions would afford a just compensation to Postmasters, they would save to the Department a considerable amount of the current revenues, and, to that extent, aid in rendering it self-sustaining.

I have the honor to be,

Very respectfully,

Your obedient servant,

JOHN H. REAGAN,

Postmaster General.

THE PRESIDENT.

(A)

ALABAMA.

Reports of Curtailments made in service and pay of Contractors from June 1, 1861, to June 30, 1862.

No.	ROUTES.	CONTRACTORS.	Compensation.	Service Curtailed.	Amount Curtailed.
7119	Jasper to Jonesboro',	Thomas Brown,	$ 385 00	Discontinu'd	$ 385 00
7097	Rock Creek to Dickson,	George Srygley,	90 00	"	90 00
7029	DeSoto to Clanahachee,	E. A. Dozier,	192 00	"	192 00
7122	Tuscaloosa to Greensboro',	Hill & Taylor,	2,470 00	Curtailed.	1,235 00
7129	Trion to Elyton,	S. Garner,	533 33	"	266 67
7059	Bennettsville to VanBuren,	H. Little,	390 00	"	195 00
7123	Tuscaloosa to Futaw,	Hill & Taylor,	567 00	"	189 00
7170	State Line Station to Coffee'lle,	T. Partridge,	1,500 00	"	500 00
7144	Linden to Coffeeville,	T. J. Adams,	1,594 00	"	531 33
7002	Montgomery, Pensacola (Fla.)	Powell & Ellsworth,	65,000 00	"	14,809 00
					$18,393 00

Routes curtailed, 7.
Routes discontinued, 3.

NORTH CAROLINA.

5109	Fayetteville to Raleigh,	D. G. McRae,	1,167 00	Curtailed.	583 50
5293	Castania Grove to Brevard De't	J. Abernethy,	210 00	"	105 00
5108	Fayetteville to High Point,	H. H. Webb,	2,885 00	Sa'd by Ad'g	905 00
					1,593 50

Routes curtailed, 3.

SOUTH CAROLINA.

5702	Unionville to Gowdeysville,	John Tolleson,	88 00	Discontinu'd	88 00
5727	Hodges to Calhoun,	J. M. Vandever,	145 00	"	145 00
					$233 00

Routes discontinued, 2.

(A)—Continued.

ARKANSAS.

Report of Curtailments made in Service and Pay of Contractors, from 1st June, 1861, to 30th June, 1862.

No	Routes.	Contractors.	Compensation.	Service curtailed.	Amount Curtailed.
7818	Pine Bluff to Camden.....	W. P. Burroughs. ..	596 99	Discontin'd.	596 99
7827	Austin to Pine Bluff	J. C. A. Skillem.....	675 00	"	675 00
7835	Jacksonport to Osceola.....	W. Muns.....	840 00	"	840 00
7836	Stone Point to Quitman.....	A. Witt	190 00	"	190 00
7861	Jacksonport to Gainesville...	T. J. Mellon.....	950 00	"	950 00
7864	Jackson to Pilot Hill.....	T. Folensbee.....	275 00	"	275 00
7868	Pocahontas to Poplar Bluff...	T. J. Mellon....	440 00	"	440 00
7871	Powhatan to Gainesville....	George McGhehey..	275 00	"	275 00
7872	Gainesville to Pocahontas....	B. F. Payne.....	595 00	Curtailed.	198 83
7873	Greenshoro' to Smithville....	W. Evans...., ...	1,015 00	"	662 67
7874	Riggsville to Searcy	C. H. Overton.....	452 00	Discontin'd.	452 00
7875	Riggsville to Clinton..... ...	M. Griggs.....	144 00	"	144 00
7900	Lebanon to Forsyth.....	W. A. Wyatt.....	319 00	"	319 00
7902	Little Rock to Woodruff	C. H. Overton	205 00	"	205 00
7913	Pittsburg to Charleston.....	W. W. Collier.....	524 00	Curtailed.	174 66
7914	Pittsburg to Reveille.....	A. W. Crawford....	169 00	Discontin'd.	169 00
7915	Reveille to Charleston.....	W. R. Lee.....	88 40	"	88 40
7916	Chichela to Roseville..... .	E. G. Collier.....	200 00	"	200 00
7922	Hurricane to Dover..... ..	J. J. Shoemaker....	105 00	"	105 00
7930	Perrysville to Cedar Creek...	A. J. Jenkins.....	375 00	"	375 00
7934	Burrowsville to Dover.....	W. A. Wyatt.....	299 00	"	299 00
7951	Fulton to Rocky Comfort....	R. B. Pearce.....	598 00	"	598 00
7953	Fair Play to Owensville.....	Crawford & Fagan..	93 00	"	93 00
7956	Hot Springs to Paris (Texas).	John Gafford.....	1,399 00	"	1,399 00
7958	Amity to Hot Springs..... .	W. Jones.....	198 50	"	198 50
7961	Dallas to Caddo Cove.....	S. Mills	100 00	"	100 00
7962	Charleston to Sugar Loaf.....	L. G. Wright.....	167 00	"	167 00
7963	Chichela to Hot Springs.....	A. B. & B. C. Maxwell	365 00	"	365 00
7964	Camden to Trenton.....	D. C. Morrison.. ...	12,900 00	Curtailed.	3,600 00
7972	Rome to Beech Creek.....	R. C. Key.....	100 00	Discontin'd.	100 00
7978	Wilmington to Grand Ridge..	J. D. Greenhow.....	175 00	"	175 00
7989	Grand Lake to Hamburg.....	R. C. Hendrick.....	1,600 00	Curtailed.	533 33
7990	Hamburg to Eldorado	R. C. Hendrick.....	650 00	Discontin'd.	650 00
					$15 612 88

Curtailed 5.
Discontinued 23.

(A)—Continued.

FLORIDA.

Report of Curtailments made in Service and Pay of Contractors from 1st June, 1861 to 30th June, 1862.

No.	Routes.	Contractors.	Compensation.	Service Curtailed.	Amount Curtailed.
6514	Orange to Flemington.....	J. W. Woods.....	300 00	Discontinu'd	300 00
6543	Alligator to Bay Port..	J Tucker.....	7,584 00	"	7,584 00
6506	Trail Ridge to Middleburgh...	Stuckey & Rogers..	648 00	Cur'tailed	216 00
6507	New River to Trail Ridge.....	J F & B McKinney.	100 00	Discontinu'd	100 00
6511	Gainesville to Newnansville..	L. M. Scarborough.	1,135 00	Curtailed.	756 00
6570	Geneva to Austinville.....	J. Edge.....	448 00	Discontinu'd	448 00
					$9,404 00

Number of routes curtailed, 2.
Number of routes discontinued, 4.

GEORGIA.

No.	Routes.	Contractors.	Compensation.	Service Curtailed.	Amount Curtailed.
6033	Doctor Town to Holmesville..	D. Miles	180 00	Curtailed.	58 00
6047	Perry's M'ls to Johnston's St'n	H. F. Home.....	800 00	"	400 00
6048	Jacksonville to Perry's Mills .	E. Dopson.....	950 00	"	425 00
6056	Fort Valley to Knoxville.....	L. H. Thurman...	800 00	"	400 00
6061	Millwood to Vienna..	L. C. Coppedge....	73 00	"	36 00
6068	Americus to Georgetown.. ..	J. M. Miller.....	1.200 00	"	400 00
6069	" Dawson.	R. E. Cobb.....	150 00	"	125 00
6082	Albany to Walker's Mill.....	D. Griffin.....	3,200 00	"	1,045 00
6060	Montezuma to Drayton.....	J. G. Smith.....	575 00	"	192 00
6092	Morven to Orel.....	M Folsom	160 00	"	36 00
6104	Pennsboro' to Okapilco... ...	M. R. Horn.....	250 00	Discontinu'd	250 00
6103	Hawkinsville to Jacksonville.	M. D. Wilcox.....	900 00	Curtailed.	450 00
6105	Knoxville to Thomaston.....	J. N. Swift...	498 00	Discontinu'd	498 00
6112	Pleasant to Columbus.....	A. L. Robinson....	527 00	Curtailed.	66 00
6113	Griffin to La Grange.....	E. H. & A. J. Dozier	2,500 00	"	1,000 00
6121	Jonesboro' to Fayetteville....	S. A. Mangum.....	234 00	"	117 00
6123	McDonough to Jonesboro'....	"	309 00	"	154 00
6131	Clinton to Macon...	A. W. Gibson.....	630 00	"	315 00
6135	Powellton to Shoals of Ogechee	J. T. Andrews.. ...	240 00	"	120 00
6140	Thompson to Winfield.....	J. P Wilson.....	550 00	"	367 00
6158	Conyers to Bersheba.....	S. H. Dean.....	150 00	Discontinu'd	150 00
6168	Atlanta to Hartwell..... ...	B. Harris.....	3,770 00	Curtailed.	2,875 00
6194	Roswell to Canton.....	O. Talbert.....	250 00	Discontinu'd	250 00
6201	Rome to Centre	T. Harvey.....	238 00	"	238 00
6223	Hiawassee to Blairsville.....	E. Carroll..... ...	159 43	Curtailed.	79 00
6245	Madison Springs to Carnesv'le	J. W. Thomas.....	175 00	Discontinu'd	175 00
					$10,221 00

Number of Routes curtailed, 20.
Number of Routes discontinued, 6.

(A)—Continued.

LOUISIANA.

Report of Curtailments made in Service and Pay of Contractors, from 1st June, 1861, to 30th June, 1862.

No.	ROUTES.	Contractors.	Compensation.	Service Curtailed.	Amount Curtailed.
8155	New Orleans to Carrollton...	P. Reilly.	$ 400 00	Curtailed	244 00
8156	" to Baliz.	M. D. Radvick....	4,500 00	Discontinu'd	4,500 00
8157	" to Covington...	J. W Hoffman.....	2' 00 00	"	2,500 00
8180	Clinton to Prospect Hill	White & White. ...	2 200 00	"	2,200 00
81 3	Tangapaho to Palestine.....	Magee & Painter	2 4 00	"	224 00
8184	Franklinton to Davidson.....	C. Knight.....	195 00	"	195 00
8085	St Francisville to Red River Landing.....	E. Leet	1,000 00	"	1,000 00
8186	Bayou Sara to Point Coupee..	J. B. Dabois.....	349 00	"	349 00
8191	New Iberia to St Martinsville	A. Gredenigo.....	250 00	Curtailed	125 00
8192	Thibodeaux to Houma.....	B. F. Holden... ...	750 00	"	250 00
8195	Plaquemine to Chariton.....	R. Miller.....	2,000 00	"	1,500 00
8205	Alexandria to Nacogdoches..	M Taylor....	17 000 00	"	2,500 00
8206	" to Harrisonburgh...	R L. Fox.....	1,4 0 00	"	466 00
8208	" to Burr's Ferry	R L Fox.....	900 00	Discontinu'd	900 00
8209	" to Marksville... ...	R. L Fox..... ..	405 00	"	405 00
82 0	Natchitoches to Shreveport...	M N Swafford. ...	893 00	Curtailed	560 00
8212	" to Milam	W. H. Edmundson.	775 0	Discontinu'd	775 00
8215	Simsport to Moreauville.....	J. J B. Kirk.....	540 00	"	540 00
82 7	Vermilionville to Mermentou	V. T. Landry.....	300 00	"	300 00
8220	Opelousas to Ballew's Ferry..	A. Clifton..	1,200 00	Curtailed	1,012 00
8221	Albany to Shreveport.....	R L Fox	399 00	Discontinu'd	3 9 00
8225	Mansfield to Pulaski.....	G. W. Peyton	395 00	"	395 00
8228	Katchie to Nacogdoches.....	E. T Huston.....	1 500 00	"	1,500 00
8230	Pine Ridge to Quay.....	J. Lay.....	4 5 0	"	425 00
8232	Burr's Ferry to Columbus....	J. M. West	400 00	"	400 00
8233	Mill Creek to Bear Bone....	L W. Smart.	72 00	"	725 00
8236	Huddleston to Manny.....	L W. Smart.....	275 00	"	275 00
8237	Manny to Burr's Ferry	J. P. Gooch.....	260 00	"	260 0
8238	" to P. H Dillard's...	Rains & Rains.....	345 00	"	345 00
8239	Grand Gulf to Red River Landing...	J. H. Gillespie.....	1,900 00	"	1 900 00
8243	Trinity to Tooley's.....	W. R. White... ...	645 00	"	645 00
824	Richmond to Grand Gulf.....	J M Carter.....	1,776 00	Curtailed	990 00
8252	Columbia to Alexandria.....	A Morrison.....	737 00	Discontinu'd	737 00
8254	" to Ion..... ..	G W. Gray.....	7 3 00	"	793 00
82 6	Columbia to Harrisonburgh.	J. W. Gibson.....	395 00	Discontinu'd	395 00
8259	Bastrop to Ashton.....	J. A. Phelps.....	590 00	"	590 00
8260	Clinton to Stony Point.....	J. Richart	800 00	"	800 00
8263	Harrisonburg to Natchitoche	J. F. Swafford.....	2,491 00	Curtailed	1,600 00
8267	Minden to Magnolia	W. Fletcher.....	499 00	Discontinu'd	499 00
8271	Lake Providence to Deerfield	A. G. Tompkins...	1,400 00	Curtailed	622 00
8272	" to Bastrop.....	J H. Stevens.....	600 00	Discontinu'd	600 00
8273	Pecan Grove to Monroe.....	J. B. Hendrick....	1,490 00	"	1 490 00
8274	" to Floyd.	. D. Oliver.... ...	675 00	"	675 00
8281	Grand Lake to Richmond....	J. W. Graver.....	1,990 00	"	1,990 00
829	N. Orleans to Jefferson City..	M. Reilly.....	240 00	"	240 00
					39,395 00

Curtailed, 11.
Discontinued, 34.

(A)—Continued.

MISSISSIPPI.

Report of Curtailments made in the Service and Pay of Contractors from 1st June, 1861, to 30th June, 1862.

No.	ROUTES.	CONTRACTORS.	COMPENSATION.	SERVICE CURTAILED	AMOUNT CURTAIL'D.
7402	Vicksburg to North of Cold Water...	Holmes & Leathers	$14,875 00	Service discontinued...	$14,875 00
7413	Canton to Artesia.. .. } Kosciusko to Goodman }	Hill & Taylor.....	12,000 00	Service from Kosciusko to Artesia reduced to three times a week, and from Kosciusko to Goodman three times a week....	4,915 67
7418	Canton to Vernon... ...	A. H. Terrill	999 00	Service reduced to three times a week.....	499 50
7427	Kosciusko to Lexington	Thomas Ely.....	913 00	Service between West's Station and Lexington discontinued, and reduced on remainder to twice a week....	559 52
7433	Carthage to Union.....	J. H. Caldwell ...	400 00	Service reduced to one trip per week.....	200 00
7439	Macon to Carrollton....	Nath'l Woodward.	6,063 00	Service between Macon and Winona reduced one trip per week..... .	1,527 33
7443	West Point to Houston..	Thos. N. Martin..	825 64	Service reduced to twice a week...	275 21
7451	Yazoo City to Dover....	John Brumfield....	750 00	Service reduced to twice a week...	250 00
7453	Grayport to Hopewell..	Albert G. Barton..	469 00	Service reduced to one trip a week.	312 67
7455	Grenada to Delta.....	Samuel N. Irby....	1,280 00	Service discontinued.....	1,280 00
7457	Grenada to Okolona....	J. J. Gallaher.....	2,850 00	Service between Houston and Okolona, seventeen miles, discontinued	605 62
7461	Grenada to McNutt	Pleasant Irby... .	590 00	Service discontinued.....	590 00
7462	Coffeeville to Pittsboro..	Jacob A. Tally....	1,340 00	Service reduced to three trips per week.....	740 00
7463	Coffeeville to Pontotoc..	Nathan Lamar....	1,199 00	Service reduced to one trip per week..... .	396 67
7464	Coffeeville to Charleston	Wm. H. Payne....	575 00	Service between Coffeeville and Oakland discontinued, and service increased on remainder to six times a week	276 00
					$27,303 19

(A)—Continued.

MISSISSIPPI—Continued.

No.	Routes.	Contractors.	Compensation.	Service curtailed	Amount curtail'd.
7468	Egypt to Houston... ...	Geo. W. Tittle.....	$2,262 00	Service reduced to three trips a week.....	$1,131 00
7471	Eastport to Iuka.....	John J. Gallaher..	400 00	Service reduced four trips per week.....	266 67
7474	Okolona to Sarepta.....	William Mayers...	364 00	Service from Richland to Sarepta discontinued, and service on remainder increased to twice week.....	52 00
7474	Okolona to Sarepta.....	William Mayers...	312 00	Service reduced one trip per week.....	156 00
7475	Okolona to Ellistown....	William Mayers...	364 00	Service discontinued.....	364 00
7477	Pontotoc to Pocahontas, Tenn	S. R. Speight... ..	1,175 00	Service reduced one trip per week.....	391 67
7478	Pontotoc to Burnsville..	Sam'l G. Champion	1,600 00	Service discontinued.....	1,600 00
7479	Pontotoc to Fulton.....	Nathan Lamar....	880 00	Service discontinued.....	880 00
7482	Oxford to Panola.... .	And'w M. Raburn.	800 00	Service reduced one trip per week	266 67
7484	Oxford to Okonola	Hill & Taylor.. ...	4,989 00	Terminus changed to Verona reducing distance 25 miles....	290 05
7485	West Point to Fame.....	James R. Trimble.	600 00	Terminus changed to Tibbe Station, reducing distance 3 miles...	33 33
7490	New Albany to Fredonia	W. P. Smith	170 00	Service reduced one trip per week.....	56 67
7491	Greensboro to Pontotoc.	John C. Holliday..	1,097 00	Service reduced to one trip per week	798 00
7492	Waterford to Tyro. ...	H. G. Barber.....	514 00	Service reduced to one trip per week.....	342 67
7494	Holly Springs to Panola.	Moore & Lane....	889 00	Service reduced from Holly Springs to Sardis one trip per week, and discontinued from Sardis to Panola	419 53
7495	Holly Springs to New Albany.....	W. W. Bonds.....	748 00	Service reduced one trip per week.....	249 33
7598	Corinth to Jacinto.....	B. H. Estes.....	480 00	Service reduced one trip per week....	160 00
7599	Corinth to Hamburg, Tenn.	Jefferson Burnett.	594 00	Service reduced to two trips per week.....	396 00
7501	Ripley to Rienzi	S. R. Speight.....	475 00	Service reduced to one trip per week.....	237 50
					$8,041 09

(A)—Continued.

MISSISSIPPI—Continued.

No.	Routes.	Contractors.	Compensation.	Service curtailed	Amount curtail'd.
7502	Ripley to Iuka	Sam'l G. Champion	1,025 00	Service reduced to one trip per week between Ripley & Rienzi.	266 23
7507	Lamar to Riply.....	A. C. Crawford. .	3,5 0 00	Service reduced to three trips per week	1,750 00
7509	Charleston to Helena....	A. W. Rayburn...	1,200 00	Service discontinued..... ...	1,200 60
7512	Danville to Corinth.. .	Burnett Burnett...	153 00	Service reduced to one trip per week...	102 00
7514	Salisbury, Tenn., to Canaan, Miss.	B. G Barber.....	188 00	Service reduced one trip per week.....	62 67
7515	Rossville, Tenn , to Holly Springs.....	H. G. Barber.....	1,154 00	Service reduced from Rossville to North Mount Pleasant three trips per week and discontinued from N Mount Pleasant to Holly Springs	935 68
7523	Hopew'll to Short Branch	William Hanna....	47 00	Service discontinued.....	47 00
7529	DeKalb to Macon	Daniel A. Clark...	1,151 00	Service reduced to one trip per week.	525 00
7534	Tacaluchee to Cornersville.....	Samuel Johnson..	156 00	Service reduced one trip per week..... ...	52 00
7537	Louisville to Philadelphia	Geo P Woodwards	425 00	Service reduced one trip per week.....	212 50
7542	Union to DeSoto.....	W. H. Edmundson.	8,850 00	Service reduced to three trips per week.....	1,925 00
7550	Herbert to Lauderdale Station.....	Hill & Taylor.....	3,900 00	Service reduced to two trips per week.....	2,600 00
7551	Herbert to Enterprise...	B. B. Thompson...	725 00	Service between Herbert and Chunky reduced to one trip per week, and discontinued from Chunky to Enterprise..... .	451 11
7553	Jackson to Yazoo City..	Wm. J. Taylor....	2,348 00	Service discontinued	2,848 00
7555	Gallatin to Pine Ridge..	George Rea.....	400 00	Service reduced to two trips per week..... ...	133 33
7558	Brookhav'n to Menticello	Anthony Stamps..	1,040 00	Service reduced to three trips per week...	520 00
7560	Natchez to Woodville...	Geo. E. Putnam...	1,800 00	Service reduced to two trips per week....	600 00
7561	Natchez to Fayette.....	Thomas M. Pettit..	800 00	Service discontinued.....	800 00
					$14,530 52

(A)—Continued.

MISSISSIPPI—Continued.

No.	Routes.	Contractors.	Compensation	Service curtailed.	Amount curtail'd.
7562	Natchez to Osyka.....	R. M. Nelson.....	2,827 00	Service reduced to one trip per week from Natchez to Liberty, and discontinued from Liberty to Osyka	2,198 78
7567	Edward's Depot to Gallatin.....	George Rea..	1,490 00	Service from Edward's Depot to Utica discontinued, and service from Utica to Gallatin reduced to two trips per week..	955 12
7569	Raymond to Terry Depot	William D. Terry..	1,275 00	Servic reduced to two trips per week.....	910 72
7572	Hazlehurst to Port Gibs'n	William D. Terry..	1,912 50	Service reduced to one trip per week between Gallatin and Port Gibson .	1,178 00
7573	Port Gibson to Hamburg.	Peter Schmall.....	1,500 00	Service discontinued from Fayette to Hamburg.....	673 47
7574	Natchez to Brookhaven .	W. A. Kilpatrick..	3,000 00	Service reduced to two tips per week.....	1,100 00
7576	Holmesville to Magnolia	R. Willoughby....	740 00	Service reduced to three trips per week.....	870 00
7578	Liberty to Fort Adams..	R. M. Nelson.....	2,140 00	Service reduced to two trips per week.....	713 33
7580	Meadville to Summit....	Jas. B. Wilkinson.	775 00	Service reduced to one trip per week.....	516 67
7585	Westville to Raleigh.....	Jacob Grubb.....	599 00	Service reduced to one trip per week.....	399 33
7600	Paulding to Enterprise..	Wm. Lawless.....	495 00	Service reduced to two trips per week	165 00
7620	Gainesville to Pass Christian....	John P. Davis.....	700 00	Service discontinued.....	700 00
7635	Waynesboro to Nicholson's Store, Ala,.....	J. H. Hedrick.....	825 00	Service reduced to two trips per week.....	275 00
7637	Armitage to Macon.....	Geo. Y. Woodward	490 00	Service discontinued.....	490 00
7643	Lauderdale Station to DeKalb.....	Geo. Y. Woodward	790 00	Service reduced to one trip per week.....	526 67
7658	Utica to Terry.....	William Rigan....	950 00	Service reduced to one trip per week	316 67
7671	Cotton Gin Port to Okolona.....	George Tubb, Sr...	494 00	Service discontinued.....	494 00
					$11,977 76
	Grand total.....	.....	....	.....	$61,852 56

Number of Routes curtailed, 17.
Number of Routes discontinued, 12.

(A)—Continued.

TENNESSEE.

Report of Curtailments made in service and Pay of Contractors from June 1, 1861, to January 30, 1862.

No.	Routes.	Contractors.	Compensation.	Service Curtailed.	Am't Curtailed.
10009	Columbia to Fl r nce	Carter Thomas and Hough..	$ 3.500	Com at M. N. Pleasants, 2 a w	$ 1,944 00
10015	Lebanon to Carthage	M. A. Pri e	849	To twice a week.....	117 00
10034	McMinnv le to London.....	M A. Price..... ...	4 450	To twice a week	636 00
10039	Manchester to War Trace Depot.....	E Terrill.....	208	Pr ce curtailed	65 50
10041	Murfreesboro' to McMinnville.....	W. J. McNight.....	974	To end at Woodburg	524 00
10042	Cook ville to G lla n.....	J. B Amos.....	295	Price curtailed	295 00
10054	Kingst n to Jamestown.....	W. P Lowery.....	293	P ice curtailed.....	48 00
10056	Kingston to Athens,.	S. W. Brown	873	To once a week.....	188 00
10069	Knoxville to Dand idge....	Sevier & Fagg.....	573	To once a w ek.....	286 00
10078	Clinton t James own	A. C. Kirg	3 3	Discontinued	348 00
10084	Philadelphia to Kingston.....	Noah Fisher.....	87	Discon inned	87 00
10096	Rogersv l e to Bull's Gap	W. P. Blair.....	790	Discontinued	790 00
10105	Baker's Gap to Dugger's Fer y.....	J. K Miller.....	72	Discontinued	72 00
10106	Elizabeth town to Lacy's Depot.... ...	J. R Miller.....	469	To twi e a week	235 00
10107	Elizabethtown to Jefferson, N. C	S. E. Northington.....	1 529	Price ut down.	535 00
10109	J nesboro' to B ountsville.....	W. . Blair	298	To once a week	150 00
10113	Greenvi'le to Russellville.....	J mes Evans.....	272	End at Warrenburg..... ..	140 00
10114	G eenville to Ashv l e.....	W P. Blair	3,750	To once a week	2,500 00
10115	Russellville to Caney Branch.....	Sarah Young.....	173	Price	18 00
10116	Russellville to Sneed ville..... ...	Sarah Young.....	223	Price...	173 00
10118	Bean's Station to Dandridge	John W. Bettis.....	223	To end at Morristown.....	150 00
10124	Trundle's X Roads o Marysville	F. E. Barnes.....	79	In p ice.....	4 00
10129	Athens to Wetmore.....	E Brown.....	100	In price	25 00
10141	Jasp r to Pikeville	Aaron Smith.....	849	In price...	174 00
10142	Jasper to Nick j ck.....	Sam C Love.....	349	To thr e times a week... ...	211 50
10144	Shelbyville to H ntsville	W. H. Moore.....	1.250	To end at Fayetteville, 2 a w..	837 00
10145	Normandy to Rowesvil e.....	Jesse Hutt.	100	To once a week.....	50 00
10148	She byville to Fayetteville....	J J Blakemore.....	593	To twice a week.....	198 00
10 49	Petersburg to J rdan's Store..... ..	B A. Wils n.....	750	End at Spri g Place.....	48 00
10150	Winchester to D ckerd.....	W G Brooks.....	300	Discontinued	300 00
10155	Fay ttville to Sa em.....	W. H. Moore.	400	To once a week.....	200 00
10158	Mount Pleasant to Is m's store	M. Smith	230	To once a week.	153 00
10160	Columbia to Huntsville.....	John T. Chedester.....	6,700	Discontinued	6,700 00

(A)—Continued.

TENNESSEE—Continued.

No.	Routes.	Contractors.	Compensation.	Services Curtailed.	Am't Curtailed.
10161	Columbia to Centreville	E. Rumbo	665	To twice a week	222 00
10164	Brentwood to Kur's X Roads	J. H. Lard	445	To once a week	222 50
10166	Charlotte to Clark ville	David Mills	400	To once a week	200 00
10169	Clarksville to Waverly	James W. Powers	425	To begin at Palmyra	106 00
10173	Waverly to Lexington	R. F. Jarrell	493	To end at Clarksville	234 00
10175	Dover to Golden Pond	W. H. Brown	180	To once a week	90 00
10176	Dover to Hopkinsville	Finley, Craig & Boyd	247	To end at Lafayette	134 00
10177	Camden to Hickman, Ky	James H. Gibbs	3 983	To end at Dresden	2,584 00
10179	Grand Junction to Jackson	Miss. Central Railroad Co.	8 156		
10180	Huntington to Jackson	Lemuel Day	3 500	To end at Clifton Grove	3,850 00
10183	Huntington to Brownsville	Joseph Hammersley	1,745	To end at Trenton	672 00
10185	Paris to Elm Tree	John Howard	265	In price	137 00
10188	Dresden to Yorkville	J. H. Gibbs	193	Discontinued	193 00
10189	Dyersburg to Jackson	E. B. Mason	594	To end at Mason Grove	246 00
10190	Dyersburg to Trenton	Finley, Craig & Boyd	624	Discontinued	624 00
10199	Jackson to Somerville	R. L. McCracken	960	To end at Denmark	510 00
10200	Jackson to Somerville	Jonathan Free	263	To end at Coffee City	21 00
10203	Decaturville to Scott's Hill	Jas. H. Curry	155	To once a week	103 00
102 6	Purdy to Bolivar	J. Hightower	975	To once a week	650 00
10207	Waynesboro' to Linden	D. N. Walker	192	Discontinued	192 00
10212	Purdy to Tuscumbia	J. T. Chidester	2 448	To end at Florence	1,048 00
10213	Bolivar to Jessamine	T. J. Hicks	1,995	To end at Somerville	1,263 00
10214	Bolivar to Wesley	Cole Walden	550	To twice a week	363 00
10217	Somerville to Brownsville	W. A. Moody	875	Discontinued	875 00
10218	Somerville to Medon	Finley, Craig & Boyd	274	Discontinued	274 00
10233	Jackson to Purdy	C. W. Maynard	725	Discontinued	725 00
					$ 33 220 50

Number of Routes Curtailed, 47; Number of Routes Discontinued, 11.

(A)—Contined.

TEXAS.

Report of Discontinuances and Curtailments made in Service and Pay of Contractors from June 1st, 1861, to June 30th, 1862.

No.	ROUTES.	CONTRACTORS.	Compensation.	Service Curtailed.	Amount Curtailed.
8512	Houston to Austin,	F. P. Sawyer,	$12,980 00	Curtailed	$ 7,058 00
8515	Houston to LaGrange,	W. E. Munger,	2,475 00	Re'd to 2 a w	1,751 00
8517	Hempstead to Waco,	Sawyer & Risher,	7,923 50	Re'd to 3 a w	1 687 00
8525	Brenham to Richmond,	Sawyer & Risher,	1 950 00	Serv'e curt'd	650 00
8526	Washington to Livingston	Roger Parsons,	3,300 00	" "	1,135 00
8529	Richmond to Velasco	J. J. Roberts,	2,200 00	" "	1 000 00
8531	Alleyton to San Antonio,	Sawyer & Risher,	11 878 00	" "	6 787 00
8534	Alleyton to LaGrange,	Sawyer & Risher,	3,500 00	" "	2 000 00
8535	Alleyton to Round Top,	Henry Mersberger,	359 00	Discontinu'd	359 00
8541	Bastrop to Seguin,	J. Harrington	1,170 00	Curtailed	570 00
8547	Gonzales to Goliad,	J. R. Brantley,	447 00	Discontinu'd	447 00
8553	Austin to Waco,	J. O'Riley,	850 00	"	850 00
8554	Austin to Victoria,	Sawyer & Risher,	4 538 00	Curtailed	2,377 00
8555	Austin to Cameron,	J. Harrington,	629 0	Discontinu'd	629 00
8558	San Antonio to Indianola,	Sawyer & Risher,	6,965 00	Curtailed.	3 738 00
8563	San Antonio to Victoria,	Sawyer & Risher,	3 150 00	"	2,250 00
8567	San Antonio to Bandera	J. Harrington	599 00	Discontinu'd	599 00
8570	Eagle Pass to Fort Clark,	Lorett & Maltby,	1,180 00	Curtailed	590 00
8597	Goliad to San Patricio	D. O. Docharty,	1,250 00	Discontinu'd	1,250 00
8603	Sandy Point to Sugar Land,	Geo. H. Scott,	260 00	"	260 00
8606	Brownsville to Laredo,	C. Benavides,	2,295 00	"	2 295 00
8607	Laredo to Eagle Pass,	S. Benavides,	720 00	Discontinu'd	720 00
8608	Liberty to Beaumont,	A. J. Ferris,	378 00	"	378 00
8609	Liberty to Drew's Corner,	Sawyer & Fisher,	7,800 00	Curtailed	870 00
8612	Sabine Pass to Weiss' Bluff	Nelson Taylor,	2,800 00	Discont nu'd	2,800 00
8622	Bunn's Bluff to Gum Spring, (La)	C. Warner,	400 00	Curtailed.	200 00
8623	Weiss' Bluff to Nacogdoches	L. Taylor,	4,000 00	"	1,009 00
8625	Hollandale to Waxahachie,	Sawyer & Risher,	4,30 50	"	2 020 00
8636	Brenham to Waco,	F. P. Sawyer,	18 0 0	"	1,189 00
8642	Nacogdoches to Waco,	Sawyer & Risher,	9,400 00	"	1,671 00
8643	Nacogdoches to Carthage	T. J Henson,	400 00	Discontinu'd	400 00
8645	Nacogdoches to Brenham	Sawyer & Risher,	9,598 00	Curtailed	2,312 00
8649	Shelbyville to Natchitoches,	H. Truit	478 00	Discontinu'd	478 00
8 50	San Augustine to Marshall	J. T. Baker,	3,40 9 00	Curtailed	2,359 00
8651	San Augustine to Marion,	J. F. Palmer,	240 00	Discontinu'd	240 00
8672	Waxahachie to Ft. Worth,	E. W. Rogers,	530 00	Curtailed	232 00
8673	Alta Springs to Chambers' Creek,	J. J. Steele,	2,994 0	"	1,954 00
8675	Alta Springs to Crockett,	E. Smith,	854 00	"	41 00
8680	Fairfield to Butler,	H Manning,	1 0 0 00	Discontinu'd	100 00
8683	Rusk to Douglass,	A Jones,	160 00	"	160 00
8686	Linwood to Hancock	D. A. Gates,	365 00	"	365 00
8689	Palestine to Alta Springs,	C C. Horn,	575 00	"	575 00
8691	Henderson to Waco,	J R. Allen,	6 460 00	Curtailed	3,297 00
8693	Henderson to Larissa,	N. M. Fain,	600 00	Discontinu'd	600 00
8695	Buena Vista to Mt. Enterprise,	S. White,	200 00	"	200 00
8698	Wallings Ferry to Henderson,	B Boggers,	298 00	"	298 00
8697	Tyler to Paris,	H. V. Fowler,	5 4 0 0	Curtailed	3,960 00
8698	Tyler to Grand Bluff,	Wheeler & Rush,	527 00	Discontinu'd	527 00
8702	Athens to Waxahatchie,	W. Edmonson,	733 00	"	733 00
8708	Dallas to Austin,	Herndon & Compton,	2,434 00	Discontinu'd	2,434 00
8719	Earpsville to Fredonia,	J. G. Henderson,	125 00	"	125 00
8720	Jefferson to Fulton, (Ark.)	R. W. Nesmith,	800 00	"	800 00

(A)—Continued.

TEXAS—Continued.

Report of Discontinuances and Curtailments made in Service and Pay of Contractors from June 1st, 1861, to June 30th, 1862.

No	ROUTES.	CONTRACTORS.	Compensation.	Service Curtailed	Amount Curtailed.
8723	Jefferson to Powellton,....	Nesmith & Booth,...	$ 800 00	Discontinu'd	$ 800 00
8725	Gilmer to Tyler,.....	I. W. Davenport,..	800 00	"	800 00
8726	Gilmer to Callaway,.....	S. C. Newman,.. ..	139 00	"	139 00
8730	Kemp to Greenville..... ..	Watkins & McIlrath	480 00	"	480 00
8731	Clarksville to Daaksville,.	H Delavan,.....	936 00	Curtailed	361 00
8736	Clarksville to Waco,.....	Sawye & Risher,..	13,2 6 00	"	2,2 9 00
8737	Clarksville to Tarrant,.	Garrett & Goodman	636 00	"	361 00
8738	Clarksville to Quitman,....	J. P. Douglas,.....	639 00	Discontinu'd	639 00
8743	Bonham to Montague,.....	S. Brown, ...	1,800 00	Curtailed	799 00
8744	Bonham to Quitman,.....	S W. Marsh,.....	1,750 00	"	1,275 00
8745	Bonham to Weston,.....	H. P. Dyer, ...	800 00	"	615 00
8749	Gainesville to Dallas,.....	Burney & Fuller,. .	999 00	"	594 00
8760	Greenville to McKinney,..	D C. Haynes,.....	400 0	Discontinu'd	400 00
8763	McKinney to Pilot Point,..	Burney & F ller,..	208 00	"	208 00
8765	McKinney to Denton.....	Sapp & L we ing	399 0	Curtailed	104 00
8786	Marshall to Dallas, ...	Geo. W Grant,.....	1,800 00	Discontinu'd	1,800 00
8789	Centreville to Magnolia,...	E. T. Harper,.....	345 00	"	345 00
8799	Larissa to Athens,.....	W Hanbrough,.....	343 00	"	343 00
8800	Logansport to Nacodoches,	F. J. Heuser, ...	445 00	"	445 00
8808	Post Oak Island to Cameron,.....	J. Harrington,.....	400 00	"	400 00
8809	Georgetown to Cameron,..	J. Harrington,.....	400 00	Curtailed	100 00
8812	Retreat to Courtney,... ...	L. Lance...	2 0 00	Discontinu'd	200 00
8816	San Augustine to Hamilton,	C. W. Downer,.....	242 00	"	242 00
8076	San Antonio to San Diego, (Cal.)	G. H Giddings,....	250,000 00	Curtailed	115 000 00
					$369 268 00

Number of Routes Curtailed, 36.
Number of Routes Discontinued, 40.

(A)—Continued.

VIRGINIA.

Report of Curtailments made in Service and Pay of Contractors from 1st June, 1861, to 30th June, 1862.

No.	Routes.	Contractors.	Compensation.	Service Curtailed.	Amount Curtailed.
4127	Richmond to Gloucester.....	Thomas Rouse.....	900 00	Re-let.	12 00
4177	Franklin Depot to Pleasant Shade.....	O. Moore.....	640 00	Curtailed.	94 81
4209	Keysville to Boydton.....	George D. Moore...	839 00	"	291 82
4219	Clover Depot to Clover Depot	"	441 00	Re-let.	66 50
4204	Jetersville to Cumberl'd C. H.	H. C. Wade... ...	497 00	Curtailed.	151 26
4218	Whitehouse to Blue Wing, N C	R. H. McCleave....	219 00	Re-let.	69 00
4260	Brandy Station to Kellysville.	"	110 00	"	35 00
4312	Rocky Mount to Greensboro', N. C	A. G. Waters.....	1,995 00	Curtailed.	641 25
4336	Mechanicsburg to Croftsville..	S. T. Gibson.....	220 00	"	81 31
4346	Princeton to Oceana.....	Wm. N. Cook.....	239 00	Discontinu'd	239 00
4372	Lebanon to Pattonsville	S. H. Montgomery..	374 00	Re-let.	24 00
4421	Huntsville to Butler C. H.....	J. A. Holden.....	411 00	Curtailed.	137 00
4457	Monterey to Mountain Grove.	R H. McCleave....	219 00	Re-let.	24 00
4473	Confluence to Milldale.....	"	328 00	"	53 00
4484	Leesburg to Point of Rocks, (Va.)...		260 00	Curtailed.	238 33
4486	Waterford to Point of Rocks, (Va.)..... ...	J. Lemon.....	318 00	"	280 90
					$2,139 18

Number of routes curtailed, 15.
Number of routes discontinued, 1.

(D)

A Statistical Report of omitted Routes in the State of Alabama, and the Compensation heretofore paid for service thereon.

No. Route.	Route.	Compensation.
7012	Wetumpka to Randolph, discontinued,	$ 900 00
7014	Mount Meigs to Line Creek,	125 00
7018	Tuskegee to Society Hill,	100 00
7024	Columbus to Oswichee,	133 00
7029	DeSoto to Clanahatchie, discontinued,	192 00
7030	West Point (Ga.) to Chambers (Ala.) not let,	
7041	Horse Shoe Bend to Goldville, not let,	
7058	Springville to Violy,	74 00
7060	Bennettsville to Ashville,	77 00
7063	Woodville to Zachary,	73 00
7076	Stevenson to Jasper,	98 00
7080	Whiteburgh to Clarksville, not let,	
7082	Fertilis to Athens, not let,	
7084	Athens to Elkton, not let,	
7091	Rogersville to Gilbertsboro',	85 00
7097	Rock Creek to Dickson, discontinued,	90 00
7110	Fayette C. H. to Moscow,	128 00
7111	Fayette C. H. to Dublin,	97 00
7116	Mexico to Democrat, discontinued,	100 00
7119	Jasper to Jonesboro', discontinued,	250 00
7121	Bridgeville to Fairfield,	70 00
7128	Blockers to Centreville,	154 00
7131	Wilsonville to Harpersville,	140 00
7143	Demopolis to Livingston,	490 00
7153	Cross Roads between Manack and Benton to Hayneville,	490 00
7156	Greenville to Sparta,	3 0 00
7158	Greenville to Oaky Streak,	374 00
7162	Buena Vista to Bell's Landing not let,	
7169	Winchester (Miss.) to Linden, discontinued,	1,790 00
7173	St. Stephens to Citronelle, not let,	
7178	Burnt Corn to Andalusia,	640 00
7182	Wellborn to Old Town,	100 00
7187	Skipperville to Newtown,	110 00
7196	Millville to Andalusia,	234 00
7198	Burndidge to Victoria,	210 00
7207	Perote to Monticello, not let,	
7216	Steep Creek to Letohatchie, discontinued,	80 00
7221	Elba to Wardville (Fla.) not let,	
7222	Gadsden to Esom Hill, not let,	
	Amount carried forward,	7,744 00

(D)—Continued.

A Statistical Report of omitted Routes in the State of Alabama, and the Compensation heretofore paid for service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	7,744 00
7223	Goshen to Reavesville, not let,	
7224	Greenville to Leon, not let,	
7225	Handy to Jasper, not let,	
7227	Houston to Hanby's Mill, not let,	
7228	Indigo Head to Victoria, not let,	
7230	Jefferson to Brewersville, not let,	
7231	Larkinsville to Guntersville, not let,	
7233	Lyonville to Nickajack (Tenn.)	300 00
7235	Morgan to Columbia, not let,	
7236	Alexander to Warrenton, not let,	
7237	Oxford to Fife, not let,	
7239	Somerville to Valhermosa Springs,	75 00
7240	Talladega to Crosswell, not let,	
7241	Uniontown to Linden,	900 00
7243	Blue Pond to Guntersville,	399 00
7246	Greenville to Cokerville,	600 00
	Total,	$10,018 00

(D)—Continued.

Statistical Report of omitted Routes in the State of Arkansas, and the Compensation heretofore paid for service thereon.

No. Route.	Route.	Compensation.
7805	Little Rock to Searcy,	$ 750 00
7808	Little Rock to Paris (Texas) not let,	
7809	Little Rock to Hot Springs, not let,	
7816	Florence to Mars Hill,	275 00
7818	Pine Bluff to Camden, discontinued,	596 99
7822	Pine Bluff to Aberdeen,	598 00
7825	Augusta to Wattsburg,	450 00
7826	Arkansas Post to Crockett's Bluff,	400 00
7827	Austin to Pine Bluff, discontinued,	675 00
7830	Des Arc to Brownsville,	244 00
7836	Stony Point to Quitman, discontinued,	190 00
7837	Duvall's Bluff to Surrounded Hill,	120 00
7839	Helena to Sardis, not let,	
7841	Helena to Witsburg,	2,000 00
7843	Taylor's Creek to Clarendon, discontinued,	799 00
7844	Langville to Jones', not let,	
7845	Marion to Hickman's Bend,	550 00
7846	Memphis (Tenn.) to Aberdeen, not let,	
7849	Batesville to Smithfield,	250 00
7855	Jacksonport to Oceola, discontinued,	840 00
7856	Jacksonport to Pocahontas, discontinued,	8,500 00
7857	Oak Ridge to Oceola not let,	
7861	Jacksonport to Gainesville, discontinued,	950 00
7862	Jacksonport to Wild Haws,	635 00
7863	Jackson to Pilot Hill by Red Bank, not let,	
7864	Jackson to Pilot Hill by Martin's Creek, dis'd,	275 00
7868	Pocahontas to Poplar Bluff, discontinued,	440 00
7871	Powhatan to Gainesville, discontinued,	275 00
7874	Riggsville to Searcy discontinued,	452 00
7875	Riggsville to Clinton, discontinued,	144 00
7878	Carrollton to Rock Ridge, (Mo.)	440 00
7882	Yellville to Alveus Gordons Ferry, discontin'd	275 00
7884	Huntsville to James Fork of White River (Tenn.) not let,	
7885	Huntsville to Washburn Prairie (Mo.) disc'd,	289 00
7900	Lebanon to Forsyth, (Mo.) discontinued,	319 00
7902	Little Rock to Woodruff,	205 00
7907	Fort Smith to El Paso, not let,	
7914	Pittsburg to Reveille, discontinued,	169 00
7115	Reveille to Charleston, discontinued,	88 40
	Amount carried forward,	22,194 39

(D)—Continued.

Statistical Report of omitted Routes in the State of Arkansas, and the Compensation heretofore paid for service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	$22,194 39
7916	Chickelah to Roseville, discontinued,	200 00
7922	Hurricane to Dover, discontinued,	105 00
7923	Clarksville to St. Paul,	270 00
7924	Clarksville to Osage, discontinued,	294 00
7927	Lewisburg to Clinton,	249 00
7929	Waldron to John N. Slosson's,	148 00
7930	Perryville to Cedar Creek, discontinued,	375 00
7933	Brownsville to Taylor's Bluff, not let,	
7934	Burrowsville to Dover, discontinued,	299 00
7939	Arkadelphia to Hot Springs, discontinued,	256 00
7945	Washington to Fulton,	295 00
7951	Fulton to Rocky Comfort, discontinued,	598 00
7953	Fair Play to Owensville, discontinued,	93 00
7956	Hot Springs to Paris, discontinued,	1,399 00
7958	Amity to Hot Springs, discontinued,	198 50
7961	Dallas to Caddo Grove, discontinued,	110 00
7962	Charleston to Sugar Loaf, discontinued,	167 00
7963	Chickelah to Hot Springs, discontinued,	365 00
7972	Rome to Beech Creek, discontinued,	100 00
7973	Rockport to Murfreesboro,	474 00
7978	Wilmington to Gravel Ridge, discontinued,	175 00
7980	Wilmington to Marion, not let,	
7988	Holly Point to Monticello, not let,	
7993	Hamburg to Berlin, not let,	
7994	Hamburg to Columbia, discontinued,	1,250 00
7996	Columbia to Lake Village,	300 00
7999	Brownstown to Doaksville, not let,	
8000	Paraclifta to Shetuckett, not let,	
8001	Princeton to Locust Cottage, disc'd and not let,	
8002	Fort Smith to Waldron, not let,	
8004	Mill Bayou to Chilleceaux, Mo., not let,	
8005	Lewisburg to Dardenelle, not let,	
8006	Memphis (Tenn.) Jacksonport, not let,	
8007	Jacksonport to Batesville, not let,	
8008	Little Rock to Searcy, not let,	
8009	Searcy to Cadron, not let,	
8010	Augusta to Jacksonport, not let,	
8011	Marion to Walnut Camp, not let,	
8012	Lockport to Monterey, not let,	
	Amount carried forward,	29,914 89

(D)—Continued.

Statistical Report of omitted Routes in the State of Arkansas, and the Compensation heretofore paid for service therein.

No. Route.	Route.	Compensation.
	Amount brought forward,	$29,914 89
8013	Liberty to Murfreesboro', not let,	
8014	Powhatan to Pilot Hill, not let,	
8016	Gainesville to Greenville, Mo., not let,	
8017	Fort Smith to Albuquerque, not let,	
8018	Marion to Walnut Camp, not let,	
8020	Brownsville to Lake Bluff, not let,	
8021	Centre Point to Ultima Thule, not let,	
8022	Brownstown to Doaksville, not let,	
8023	Wild Haws to Northfork White River, not let,	
8024	Paraclifta to Shetuckett, not let,	
8025	Washington to Clarksville, not let,	
8026	Clarksville to DeKalb, not let,	
8027	Antoine to Paraclifta, not let,	
8028	Rockport to Murfreesboro', not let,	
8029	Monticello to Wolf Creek, not let,	
8030	Hamburg to Berlin, not let,	
8031	Little Rock to Hot Springs, not let,	
8032	Pine Bluff to Warren, not let,	
	Total,	$29,914 89

(D)—Continued.

A Statistical Statement of Omitted Routes in the State of Louisiana, and the Compensation heretofore Paid for Service thereon.

No. Route.	Route.	Compensation.
8151	New Orleans to Mobile, Ala.,	$36,500 00
8153	" " Shreveport, not let,	
8156	" " Balize, discontinued,	4,500 00
8157	" " Covington,	2,500 00
8158	" " Lafayette City,	245 00
8159	" " The Chenice Caminada, not let,	
8160	" " Saint Bernard, not let,	
8162	" " San Francisco, Cal.,	250,000 00
8163	" " Cairo, Ill., not let,	
8175	Mount Willing to McCarstell's Store, not let,	
8176	Gross Tete to Livonia,	800 00
8180	Clinton to Prospect Hill,	2,200 00
8183	Tangapaho to Palestine, discontinued,	224 00
8184	Franklinton to Davidson, discontinued,	195 00
8185	Bayou Sara to Red River Landing,	1,000 00
8186	" " Point Coupee,	349 00
8191	New Iberia to St. Martinsville,	250 00
8193	Thibodeaux to Lockport, not let,	
8199	Cheneyvile to Huntsville,	20,500 00
8201	Red River Landing to Fort Adams, Miss., dis'd,	600 00
8209	Alexandria to Marksville, discontinued,	405 00
8211	Natchitoches to Monroe, not let,	
8213	Simmsport to The Mouth of Bayou Rouge,	425 00
8215	" Morceauville, discontinued.	540 00
8216	" Point Coupee,	540 00
8218	Holmesville to Morceauville, not let and dis'd,	
8219	Morceauville to Marksville, discontinued,	295 00
8221	Albany to Shreveport, discontinued,	798 00
8222	Sparta to Iverson,	250 00
8225	Mansfield to Pulaski, Texas, discontinued,	395 00
8230	Pine Ridge to Tenyville, formerly Quay,	425 00
8232	Burr's Ferry to Columbus, discontinued,	400 00
8233	Mill Creek to Bear Bone, discontinued,	725 00
8237	Manny to Burr's Ferry,	260 00
8238	" P. H. Dillon's,	345 00
8239	Grand Gulf, Miss., to Red River Landing,	1,900 00
8243	Trinity to Tooley's,	645 00
8248	Ringgold to Fillmore Bossier Par, not let,	
	Amount carried forward,	$328,211 00

(D)—Continued.

A Statistical Statement of Omitted Routes in the State of Louisiana, and the Compensation heretofore Paid for service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	328,211 00
8250	Columbia to Alexandria,	737 50
8254	" Ion, discontinued,	793 00
9259	Bastrop to Ashton,	590 00
8260	Clinton to Stony Point,	300 00
8266	Minden to Mansfield, not let,	
8267	" Magnolia, Ark.,	499 00
8273	Pecan Grove to Monroe,	1,490 00
8274	" Floyd,	675 00
8275	Deerfield to St. Josephs,	1,300 00
8281	Grand Lake, Ark., to Richmond,	1,990 00
8282	Lewisville, Ark., Orchard Grove, La.,	388 00
8284	New Orleans to Vera Cruz, Mexico, not let,	
8285	Baton Rouge to H F. Bennett's Store, not let,	
8286	Paincourtsville to Belle River, not let,	
8287	Livonia to Point Coupee, not let,	
8288	Goodwater to Vernon, not let,	
8289	New Road to Simmsport, not let,	
8291	Shreveport to Mansfield, not let,	
8292	Ville Platt to Hickory Flat, not let,	
8293	New Orleans to Jefferson City,	240 00
8294	Belleview to Vernon, not let,	
8295	Mansfield to Bossier Point, not let,	
8296	Ringgold to Fillmore, not let,	
8297	Natchitoches to Monroe, not let,	
	Total,	$337,213 50

(D)—Continued.

A Statistical Report of Omitted Routes in the State of Mississippi, and the Compensation heretofore paid for service thereon.

No. Route.	Route.	Compensation.
7402	Vicksburg to Mouth of Cold Water, discont'd,	$14,875 00
7403	Vicksburg to Deer Creek,	1,256 00
7404	Vicksburg to Brunswick Landing, not let,	
7411	Canton to Oxford, not let,	
7416 *a*	Canton to Madisonville, not let,	
7419	Napoleon, Ark., to Glencoe, Miss., not let,	
7420	Napoleon, " to Victoria, not let,	
7421	Princeton to Point Worthington,	
7422	Lexington to Chula, not let,	473 00
7425	Lexington to Railroad Depot, not let,	
7428	Kosciusko to Carthage,	461 00
7431	Goodman to Ebenezer,	800 00
7535	Lauderdale Springs to Greensboro,	900 00
7437	Macon to Crawfordsville, not let,	
7438	Macon to Fant's, not let,	
7441	Cooksville to Schooba,	900 00
7442	Macon to Herbert,	990 00
7450	Ebenezer to Chula, not let,	
7452	Greenville to McNutt,	790 00
7455	Grenada to Delta,	1,280 00
7460	Lexington to Durant,	1,120 00
7461	Grenada to McNutt, discontinued,	590 00
7465	Coffeeville to Graysport,	200 00
7466	Panola to Coffeeville,	845 00
7475	Okolona to Ellistown, discontinued,	364 00
7478	Pontotoc to Burnsville, discontinued,	1,600 00
7483	Tyro to Memphis, Tenn.,	950 00
7489	New Albany to Turkland,	73 00
7490	New Albany to Fredonia,	170 00
7493	Waterford to Pink Hill, not let,	
7497	Hickory Flat to Ripley,	208 00
7509	Mitchell's Cross-Roads (no office) to Helena, Arkansas, discontinued,	1,200 00
7510	Charleston to McNutt, not let,	
7512	Danville to Corinth,	153 00
7519	Fulton to Thompson's Store, not let,	
7523	Hopewell to Short Branch,	47 00
7526	Coila to Middleton,	185 00
7528	Daleville to Scooba, discontinued,	390 00
7530	De Kalb to Norkota, not let,	
7531	Enterprise to Daleville, discontinued,	580 00
	Amount carried forward,	31,400 00

(D)—Continued.

Statistical Report of Omitted Routes in the State of Mississippi, and the Compensation heretofore paid for Service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	$31,400 00
7533	Olive Branch to Mt. Pleasant or Holly Retreat,	208 00
7535	Lafayette Springs to Cornersville,	150 00
7538	Louisville to Gholson, discontinued,	247 50
7540	Good Hope to Union,	221 00
7541	Black Hawk to Wheeling,	468 00
7543	Pensacola to Laurel Hill,	125 00
7546	Hillsboro to Garlandsville, discontinued,	270 00
7547	Hillsboro to Marion, discontinued,	749 00
7549	Camden to Hillsboro, discontinued,	320 00
7552	Jackson to Gallatin, not let,	
7553	Jackson to Yazoo City, discontinued,	2,348 00
7556	Gallatin to Covington, not let,	
7557	Union Church to Hargrove,	349 00
7561	Natchez to Fayette, discontinued,	800 00
7564	Bovina to Claiborneville, not let,	
7565	Fayette to Pisgah, (no office,) not let,	
7576	Holmesville to Magnolia,	740 00
7577	Liberty to Magnolia, discontinued,	1,200 00
7581	Utica to Line Store, discontinued,	800 00
7582	Terry's Depot to Columbia,	980 00
7583	Malcolm to Meadville, not let,	
7584	Westville to Monticello,	239 00
7586	Monticello to Palestine, La.,	495 00
7588	Mayfield to Smithdale, not let,	
7589	Old Hickory to Williamsburg,	250 00
7590	Old Hickory to Mt. Carmel,	234 00
7591	Old Hickory to Brandon,	439 00
7595	Williamsburg to Raleigh,	220 00
7598	Columbia to Mississippi City,	670 00
7599	Columbia to Augusta,	540 00
7603	Paulding to Okohay,	370 00
7606	Augusta to Citronelle, Ala.,	498 00
7607	Augusta to Mississippi City,	588 00
7610	Brotherton to Red Hill, not let,	
7614	McLeod's to Brickley, not let,	
7615	Winchester to Miltonville, discontinued,	204 00
7618	Biloxi to Americus, not let,	
7619	New Orleans, La., to Gainesville, Miss.,	3,000 00
7620	Gainesville to Pass Christian, discontinued,	700 00
	Amount carried forward,	49,822 50

(D)—Continued.

Statistical Report of Omitted Routes in the State of Mississippi, and the Compensation heretofore paid for Service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	$49,822 50
7624	Panola to Grenada, not let,	
7627	Fulton to Thompson's Store, not let,	
7628	Black Hawk to Wheeling, not let,	
7630	Shuqualah to Canton, not let,	
7631	Kosciusko to Greensboro, not let,	
7632	Canton to Beatties' Bluff,	450 00
7633	Meridian to Herbert, not let,	
7634	Corinth to Okolona, not let,	
7636	Kosciusko to Goodman's Depot, not let,	
7637	Armitage to Macon,	490 00
7638	Grenada to Goff's Landing, not let,	
7639	Canton to Enterprise, not let,	
7641	Grenada to Macon, not let,	
7642	Kosciusko to Taylor's Depot, not let,	
7643	Lauderdale Station to De Kalb,	790 00
7644	Benton to Vaughan's Station, not let,	
7645	Okalona to Grenada, not let,	
7646	Mayfield to Smithdale, not let,	
7647	De Kalb to Daneville, not let,	
7649	Charleston to McNutt, not let,	
7650	Waterford to Pink Hill, not let,	
8651	Panola to Grenada, not let,	
7652	Napoleon, Ark., to Glencoe, Miss., not let,	
7653	Greenwood to Mouth of Cold Water, not let.	
7654	Vicksburg to Garvin's Landing, disc'd,	1,526 00
7659	Battle Springs to Jourdan's Station, disc'd,	180 00
7662	Harrisburg to Ripley, not let,	
7663	Brookhaven to Natchez, not let,	
7664	Raleigh to Augusta,	681 50
7665	Miltonville to Railroad Depot, not let,	
7666	Mississippi City to Americus, not let,	
7667	Morton, or end of R. R. to Enterprise, not let,	
7668	Columbia to Shieldsboro, not let,	
7669	Okalona to Fallabinela, not let,	
7670	Smithdale to Railroad Depot, not let,	
7671	Cotton Gin Port to Okalona,	494 00
	Total,	$54,434 00

(D)—Continued.

A Statistical Report of Omitted Routes in the State of Tennessee, and the Compensation heretofore paid for service thereon.

No. Route.	Route.	Compensation.
10001	Nashville to Bowling Green, not let,	
10002	Nashville to Glasgow, not let,	
10003	Nashville to Russellville,	550 00
10010	Nashville to Cairo, Ill., not let,	
10017	Lebanon to Albany, Ky., not let,	
10019	Three Forks to Carthage,	80 00
10025	Carthage to Clementsville,	194 00
10027	Double Springs to Glasgow,	299 00
10047	Sparta to Danville, Ky., not let,	
10070	Sparta to Anderson C. H., S. C., not let,	
10073	Mossy Creek to Warm Springs, N. C.,	400 00
10075	Clinton to Concord,	143 00
10078	Clinton to Jamestown, discontinued,	343 00
10079	Woodbourne to Clinton,	105 00
10082	Speedwell to Boston, Ky.,	167 00
10084	Jacksboro' to Whitley C. H., Ky.,	200 00
10087	Concord to Robertsville,	119 00
10088	Philadelphia to Kingston, discont'd,	87 00
10091	Talbott's Mills to Rutledge,	135 00
10101	Ruperville to Bristol,	60 00
10105	Baker's Gap to Dugger's Ferry, discontinued,	72 00
10116	Russellville to Sneedsville,	150 00
10117	Sycamore to Sneedsville,	117 50
10119	Dandridge to Morristown,	100 00
10123	Newport to Sevierville,	133 00
10124	Trundel's ✕ Roads to Marysville,	75 00
10125	Marysville to Benton,	399 00
10126	Marysville to Athens,	245 00
10127	Tellico Plains to Murphy, N. C.,	248 00
10129	Athens to Coghill,	75 00
10134	Cleveland to Chattanooga,	388 00
10138	Mount Vernon to Springtown,	65 00
10140	Washington to Chattanooga,	445 00
10145	Normandy to Rowesville,	100 00
10150	Winchester to Decherd,	300 00
10160	Columbia to Huntsville,	6,700 00
10163	Spring Hill to Williamsport,	169 00
10173	Waverly to Chaseville,	[illegible] 00
10189	Lanefield to Mason's Grove,	24[illegible]
10190	Dyersburg to Trenton, discontinued,	624 00
10192	Trenton to Hickman, Ky.,	1,000 00
	Amount carried forward,	$14,792 50

(D)—Continued.

Statistical Report of Omitted Routes in Tennessee—Continued.

No. Route.	Route.	Compensation.
	Amount brought forward,	$14,792 50
10193	Trenton to Jackson,	490 00
10196	Brownsville to Dry Hill,	100 00
10199	Jackson to Somerville,	450 00
10201	Jackson to Lexington,	263 00
10202	Decaturville to Perryville,	56 00
10207	Waynesboro' to Linden, discontinued,	192 00
10216	Somerville to Sharon, "	150 00
10217	Somerville to Brownsville, "	875 00
10218	Somerville to Medon, "	274 00
10223	Dyersburg to Booth's Point, "	150 00
10225	Athens to Sulphur Springs,	400 00
10227	Turtletown to Ducktown,	49 00
10228	Dyersburg to Brownsville, not let,	
10230	Franklin to Charlotte, "	
10231	Franklin to Lewisburg, "	
10232	Granville to Chesnut Mound, "	
10233	Jackson to Purdy, discontinued,	725 00
10234	Knoxville to Maynardville, not let,	
10235	Knoxville to Wallace's ⋋ Roads, not let,	
10236	Knoxville to Jamestown, "	
10237	McMinnville to Pikeville, "	
10238	Maynardville to Speedwell, "	
10239	Maynardsville to Loy's ⋋ Roads, "	
10242	Murfreesboro' to Liberty, not let & discont'd,	
10243	Nashville to Leeper's Fork, not let,	
10246	Rock Island to Cokeville, "	
10247	Russellville to Parrottsville, "	
10248	Silver top to Compromise, Ky., "	
10249	Sparta to Standing Stone, "	
10250	Spring Creek to Crucifer, "local," not let,	
10252	Vernon to Buffalo, "	
10253	Waynesboro' to Corinth, Miss., "	
10254	Waynesboro' to Linden,	200 00
	Total,	$19,166 50

(D)—Continued.

A Statistical Report of Omitted Routes in the State of Texas, and the Compensation heretofore paid for Service thereon.

No. Route.	Route.	Compensation.
8507	Galveston to Swartwout, not let,	
8510	Galveston to Matagorda,	$ 4,500 00
8513	Houston to Hodges, (no office,) not let,	
8514	Houston to Oyster Creek, not let,	
8519	Hempstead to Washington,	1,140 00
8520	Rock Island to Hodges, (no office,) not let,	
8522	Brenham to Cameron,	680 00
8524	Brenham to Austin, not let,	
8527	Washington to Booneville,	600 00
8532	Hallettsville to Gonzales, not let,	
8533	Hallettsville to Petersburg, not let,	
8537	Columbus to New Mariz,	119 00
8543	Gonzales to Moulton, not let,	
8544	Gonzales to Palo Alto,	75 00
8545	Gonzales to Zoar, not let,	
8547	Gonzales to Goliad,	447 00
8550	Austin to Sisterdale,	600 00
8551	Austin to Lampasas,	695 00
8553	Austin to Waco, discontinued,	850 00
8555	Austin to Cameron, discontinued,	629 00
8559	San Antonio to Eagle Pass, not let,	
8565	San Antonio to El Paso, not let,	
8567	San Antonio to Bandera, discontinued,	599 00
8568	Elm Creek to Howard, not let,	
8571	Frontera to San Francisco, Cal., not let,	
8576	Bandera to Castroville,	237 00
8581	Seguin to Fredericksburg, not let,	
8584	Yorktown to Pana Maria, not let,	
8586	Victoria to Lamar, not let,	
8591	Texana to Matagorda, not let,	
8596	Corpus Christi to Rio Grande City,	890 00
8599	Goliad to Oakville,	420 00
8602	Matagorda to Brazoria, not let,	
8603	Sandy Point to Sugar Land, discontinued,	260 00
8604	Brownsville to San Antonio, not let and disc'd,	
8607	Laredo to Eagle Pass, discontinued,	720 00
8608	Liberty to Beaumont, discontinued,	378 00
8612	Sabine Pass to Weiss Bluff, discontinued,	2,800 00
8613	Lynchburg to San Augustine, not let and dis'cd,	
8615	Beaumont to Town Bluff, not let,	
8617	Madison to Sabine City, not let,	
8618	Livingston to Nacogdoches,	1,700 00
8620	Woodville to Jasper, not let,	
	Amount carried forward,	$18,339 00

(D)—Continued.

A Statistical Report of Omitted Routes in the State of Texas, and the Compensation heretofore paid for Service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	$18,339 00
8621	Swartwout to Huntsville, not let,	
8624	Anahuac to Woodville, not let,	
8626	Huntsville to Marion, not let,	
8627	Huntsville to Leona, not let,	
8628	Huntsville to Dayton,	$ 130 00
8630	Anderson to Fairfield by Navasota,	790 00
8631	Anderson to Fairfield by Kellum's Sp'gs, not let,	
8632	Anderson to Springfield, not let,	
8633	Boonville to Nashville,	599 00
8634	Anderson to Navasota, not let,	
8635	Caldwell to Brazos Bottom, not let,	
8637	Wheelock to Marlin, not let,	
8639	Crockett to Alta Springs,	854 00
8648	Shelbyville to Pulaski,	275 00
8649	Shelbyville to Natchitoches, La., disc'd,	478 00
8651	San Augustine to Marion, discontinued,	240 00
8257	Jasper to Burr's Ferry, not let,	
8664	Hillsboro to Crimea,	75 00
8665	Milford to Covington,	100 00
8666	Milford to Grand View,	194 90
8671	Comanche to Gatesville, not let,	
8679	Millville to Centre, not let,	
8680	Fairfield to Butler, discontinued,	100 00
8682	Alto to Summer Grove, not let,	
8684	Rusk to Larissa, not let,	
8686	Linwood to Hancock, discontinued,	365 00
8689	Palestine to Alta Springs,	575 00
8694	Alma to Sugar Hill, not let,	
8695	Buena Vista to Mount Enterprise, disc'd,	200 00
8696	Walling's Ferry to Henderson discontinued,	298 00
8700	Tyler to Jamestown, not let, and disc'd,	
8702	Athens to Waxahatchie,	733 00
8707	Dallas to Locust Shade, not let,	
8708	Dallas to Austin,	2,434 00
8711	Denton to Weatherford,	550 00
8714	Marshall to Kaufman, not let,	
8717	Marshall to Tyler, discontinued,	4,680 00
8718	Marshall to Benton, not let,	
8719	Earpville to Freedom,	125 00
8721	Jefferson to Fulton, Ark., discontinued,	800 00
8723	Jefferson to Powellton, not let, and disc'd,	
8725	Gilmer to Tyler, discontinued,	800 00
8726	Gilmer to Calloway, discontinued,	139 00
	Amount carried forward,	15,534 90

(D)—Continued.

A Statistical Report of Omitted Routes in the State of Texas, and the Compensation heretofore paid for Service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	$15,534 90
8728	Kaufman to Bonham,	549 00
8730	Kemp to Greenville, discontinued,	480 00
8731	Starrville to Kaufman,	499 00
8738	Clarksville to Quitman, discontinued,	639 00
8739	White Rock to Hillsboro,	190 00
8741	Paris to Pine Bluff, not let,	
8746	Fort Belknap to Fort Duncan, not let,	
8747	Fort Belknap to Colville, not let,	
8753	Stevensville to Fort Belknap, not let,	
8761	Erath to Friendian, not let,	
8762	Cedar City to Santa Clara, not let,	
8763	McKinney to Pilot Point, discontinued,	208 00
8767	Sherman to Basin Springs,	150 00
8769	Decatur to Denton,	265 00
8772	Parkersville to Magnolia,	65 00
8774	Tarkington to Livingston, not let,	
8775	Lynchburg to San Augustine, not let,	
8776	Liberty to Grand Cane, not let,	
8777	Chambersia to Liberty, not let,	
8778	Beaumont to Nacogdoches,	995 00
8780	Jefferson to Boston, not let,	
8781	Linden to Forest Home, not let,	
8782	Alto to Rusk,	100 00
8783	Weston to Denton,	270 00
8784	McKinney to Sherman, not let,	
8785	Fort Clark to Comanche Spring, not let,	
8786	Marshall to Dallas,	1,800 00
8787	Fort Davis to Presidio Del Norte, not let,	
8788	Magnolia to Centreville, not let,	
8789	Centreville to Magnolia, discontinued,	345 00
8790	St. Mary's to Goliad,	350 00
8791	Seguin to Helena,	395 00
8793	Fort Sullivan to Cameron, not let,	
8795	Mount Pleasant to McKinney, not let,	
8796	Crockett to Centreville, not let,	
8797	Hillsboro to Fort Belknap, not let,	
8801	Alto to Homer,	550 00
8802	Petersburg to Marshall, not let,	
8804	Tyler to Waco Village, not let,	
8805	Columbus to Waldmans, not let,	
	Amount carried forward,	7,850 00

(D)—Continued.

A Statistical Report of Omitted Routes in the State of Texas, and the Compensation heretofore paid for Service thereon.

No. Route.	Route.	Compensation.
	Amount brought forward,	$7,850 00
8806	Indianola to Saint Mary's, not let,	
8807	Mason to Chadbourn, not let,	
8808	Post Oak Island to Cameron, discontinued,	400 00
8811	Mount Pleasant to Dallas, not let,	
8812	Retreat to Courtney,	200 00
8813	Orange to Sabine Pass,	1,100 00
	Total,	$43,423 00

(D)—Continued.

Aggregate Amounts of Compensation for Service on Omitted Routes in Alabama, Arkansas, Louisiana, Mississippi, Tennessee and Texas.

Name of State.	No. of Omitted Routes.	Compensation.
Alabama	55	$ 10,018 00
Arkansas	96	29,914 89
Louisiana	62	337,213 50
Mississippi	115	54,434 00
Tennessee	74	19,166 50
Texas	132	43,423 00
	Total,	$ 494,169 89

(E)

Extension of Post Routes requiring the sanction of Congress, viz:

In Mississippi.

Erom Hernando, by Pleasant Hill to Olive Branch, 18 miles.

In Arkansas.

From Perryville, by New Tennessee and Britton Neck to Lower Fouche, 34 miles, and back by Onyt, and Tyler's Bluff to Perryville, 44 miles.

In Texas.

From Waxahatchie, by Alvarado and Buchanan to Acton, 50 miles.

From Goliad, by Cummingsville, Beeville and San Domingo to Oakville, 50 miles.

From Sherman, by Chalybeate Spring, Dickinson, Delaware, and Horse Shoe Bend, to Gainesville, 60 miles.

From Dresden, by White Rock, Hillsboro, and Covington to Grand View, 42 miles.

(F)

A Tabular Statement showing the number of Post-Offices, also number of Establishments, Discontinuances, Resignations, Removals, Deaths, Appointments, and the number of Commissions issued by this Department.

States.	Number of Post-Offices.	Number of Offices established.	Number of Offices discontinued.	Resignations.	Removals.	Deceased.	Number of Appointments.	Number of Commissions issued.
Alabama.....	829	11	25	77	28	8	671	513
Arkansas....	609	12	12	40	10	8	443	291
Florida...	161	4	11	20	4	1	161	97
Georgia.....	847	12	24	109	24	7	837	653
Louisiana.....	340	6	12	41	19	3	311	203
Mississippi	611	12	30	87	27	5	641	424
North Carolina.....	1050	11	28	92	20	7	808	657
South Carolina	643	4	20	57	13	8	549	457
Tennessee.	984	20	58	77	46	8	689	556
Texas.....	723	8	13	85	27	10	682	423
Virginia.....	1592	16	24	122	47	15	1217	992
	8389	116	257	807	265	80	7009	5266

Respectfully submitted.

B. N. CLEMENTS,
Chief of Appointment Bureau.

Postoffice Department,
Appointment Bureau. Feb. 27, 1862.

(G)

CONFEDERATE STATES OF AMERICA,
Post-Office Department, Appointment Bureau,
Richmond, February 27th, 1862.

OPERATIONS OF THE BLANK ROOM.

STATES.	Number of requisitions from Post-Offices for Blanks, Wrapping Paper, and Twine.	Number of requisitions from Post-Offices for Blanks, Wrapping Paper, and Twine supplied in full.	Number of requisitions remaining to be supplied.
Virginia	1,930	1,330	600
North Carolina	1,182	792	390
South Carolina	657	653	4
Georgia	1,033	992	41
Alabama	887	864	23
Florida	154	145	9
Mississippi	564	564	0
Louisiana	290	274	16
Arkansas	370	339	31
Tennessee	677	600	77
Texas	396	375	21
Total	8 140	6,928	1 212

(H)

CONFEDERATE STATES OF AMERICA,
GENERAL POSTOFFICE DEPARTMENT,
AUDITOR'S OFFICE,
RICHMOND, VA., Jan. 22d, 1862.

Hon. JOHN H. REAGAN, *Postmaster General:*

SIR: I have the honor to report the receipts and expenditures of the Postoffice Department for the 3rd quarter, endending the 3d September, A. D., 1861.

By reference to the annexed Tabular Statement marked A. it will be seen that the receipts of Postoffice Department for the 3rd quarter, ending 30th September, 1861, from postages and emoluments were.....414,155 74
Expenditure for same period.....669,612 84

255,457 10

By reference to the report from this Bureau, dated 22d November, 1861, it will be seen that the excess of expenditures over postal receipts for the fractional quarter, ending 30th June, 1861, was as per Tabular Statement..108,553 30
Add excess of expenditures as above.....255,457 10

Total deficiency 4 months.....$364,010 40

If the same relative proportion should continue between the receipts and expenditures up to 30th June, 1862 (the end of the fiscal year,) the deficiency will then amount to $1,092,121 20 which will not be covered by the amount appropriated by Congress to supply deficiencies in the postal revenue.

By a comparison of this estimated deficiency, however, with the deficiency in the postal revenue under the Government of the United States, there is obvious cause of congratulation in the success which has resulted to the Department in reducing to such an extent the expenditures of the postal system.

The deficiencies in the postal revenue of the United States for the fiscal year, ending 30th June, 1860, according to the

(H Continued.)

Report of the Postmaster General of the United States was $6,356,705 49

The proportion of this deficiency borne by the eleven States now within the limits of the Confederacy was.. $2,118,901 83
Deduct deficiency above stated 1,092,121 20

Difference saved 1,026,780 63

From the foregoing comparative calculation it appears that notwithstanding the difficulties and embarrassments by which the Department has been surrounded, there has been saved to the Treasury over One Million of Dollars.

There has been expended under the Acts of 21st May, 1861, apppropriating $30,000 00
For telegraphic purposes 22,297 28

Leaving unexpended at this date 7,762 72

In order to avoid the confusion in which these telegraphic accounts are frequently involved, I respectfully suggest that some sworn officer should be authorized to superintend the expenditures under the Act above mentioned, and whose approval should accompany each account. Some of these accounts have been approved by Mr. Dowell, others by Dr. Morris, and recently some accounts have been sent up from General Magruder's Division, which are approved by parties whose signatures are unknown to this office, and are suspended for further evidence.

Under the Act of Congress of August 30th, 1861, requiring all Postmasters to account for monies remaining in hand and not passed over to the United States before the Confederate States assumed control of the postal service, there have been received returns from 4,232 Postmasters who acknowledge balance due amounting to ..... 69,704 26 which will be collected in such manner as you may direct.

I have the honor to be,
Very respectfully,
Your obedient servant,
BOLLING BAKER,
Auditor.

(H)—Continued.

Statement of the Revenue and Expenditures of the Post Office Department of the Confederate States, as exhibited by the books in the office of the Auditor of the Treasury for the Post Office Department, for the Quarter ending 30th September, 1861.

(A) EXPENDITURES.		
For transportation of Inland Mails, including payments to Route Agents. Local Agents, and Mail Messengers,	$ 449,556 80	
Compensation of Postmasters,	165,984 80	
Compensation of Post-Office Clerks,	28,977 70	
Ship, steamboat and way letters,	172 63	
Advertising,	1,052 83	
Mail Bags,	42 75	
Blanks,	3,062 55	
Office Furniture,	2 70	
Wrapping Paper,	681 09	
Mail Locks, Keys and Office Stamps,	114 49	
Mail depredations and Special Agents,	4,714 37	
Miscellaneous payments,	5,891 34	
Postage Stamps and Stamped Envelopes,	8,473 20	
Balance due Postmasters,	885 50	
		669,612 84
RECEIPTS.		
From Letter Postage,	350,962 70	
From Postage on Newspapers and Pamphlets,	60,446 02	
From surplus of Emoluments.	2,747 02	
		414,155 74
		$ 255,457 10

(H)—Continued.

Statement of Expenditures made on account of the Appropriation of $30,000 *for Telegraph Purposes, from 27th November to 31st December*, 1861.

Date.	Name.	For what Paid.	Amount.
1861.			
Nov. 28	E. Kendrick,	Telegraph Operator,	$ 46 38
"	A. Daniel,	do.	38 17
"	C. D. Jacobs,	do.	30 81
"	J. Roderick,	do.	32 62
"	C. F. Reid,	do.	37 25
Dec. 3	J. R. Dowell,	Expenses incurred,	41 75
4	W. A. Benton,	Telegraph Operator,	49 38
4	C. F. Reid,	do.	40 10
4	C. D. Jacobs,	do.	27 94
4	E. Hobgood,	Telegraph watchman,	40 00
4	E. H. Higgins,	do.	50 00
6	W. S. Morris,	Finishing line below Yorktown,	658 25
6	do.	Jackson river and Lewisburg line,	1,806 83
6	W. N. Waterbury,	Telegraph Operator,	66 80
10	do.	do.	37 38
"	A. Daniel,	do.	61 17
"	W. B. G. Shumate,	do.	26 18
"	E. Kendrick,	do.	44 72
11	G. A. McLaughlin,	do.	115 00
16	W. A. Benton,	do.	46 61
20	J. Roderick,	do.	12 15
"	C. G. Conner,	do.	100 00
"	C. C. Ceute,	Line between New Orleans and Galveston,	3,639 55
24	C. C. Clarke,	Telegraph Operator,	72 76
		Total,	$ 7,121 80

Railroad Service as in operation June 30th, 1861, under the U. S. P. O. D., and as classified and in operation Dec. 31st, 1860, under the Confederate States P. O. Dept.

No. of Route.	TRAINS OF SOUTH.	Distance.		Number of Trips per week.	Number of Miles per week.	Number of Miles per annum.	Annual pay.		Annual cost Mail service.		Annual cost. Route agencies.		Annual cost mail messengers.		Total cost mail service.	Total cost R. R. service.	Total cost mail & R. R. service.	Annual cost if no mail service & cost of same on steam lines.	Net cost if discontinued & cost of same on steam lines.	Total gain or loss if mail service discontinued.	REMARKS.
		U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	U. S.	C. S.	
	ALABAMA.																				
7301	Montgomery and West Point Railroad: Montgomery to Opelika	80																			
7302	Opelika to Columbus, Ga.	26	106																		
7303	Atlanta and Florida Railroad: Wesleyville to Penn Line, C. S.		47		1	7	47	2,350 00	17,050 00	672	19,400 00	1,250 00	1,250 00	400 00	600 00	23,650 00	19,050 00	42,700 00	19,400 00	19,300 00		(1) goes it's self; 1st half slight service.
	Penn Line to Cuthbert, C. S.	47.5	103.6	47.25		7	47	2,350 00	17,287 50	672	19,750 00						17,317 50	19,667 50	19,750 00	19,300 00	82 50	(2) goes east, half slight service.
	Cuthbert to Cuthbert		21	40		7			6,720 00		350 00						6,720 00	7,070 00	6,720 00			
	Cuthbert to Eufaula, Junction Railroad		71	24		7			16,800 00		1,200 00						16,800 00	18,000 00	16,800 00			(3) goes east, half slight service.
	Eufaula to Clayton																				
	Clayton to Clio, Junction Railroad: Clio to Eufaula		30			6	6	4,348 00	9,979 20	83.70	14,410 90					4,561 70	9,979 20	14,540 90	14,410 90	130 00		(4) goes east, half slight service.
	Memphis and Charleston: Bridgeport, Alabama to Decatur	22.5	22.5			6	6	2,348 00	2,348 00	90	2,438 00	4,500 00	4,500 00	900 00	900 00	10,148 00	2,438 00	12,586 00	2,438 00	10,148 00		(5) goes east, half slight service.
	Decatur, Alabama to Stevenson	22.5	22.5			6	6	2,348 00	2,348 00	90	2,438 00					4,348 00	2,438 00	6,786 00	2,438 00	4,348 00		
7147	Alabama and Tennessee River Railroad: Decatur to Tuscumbia, C. S.					6	6	600 00	600 00	24	624 00					600 00	624 00	1,224 00		1,224 00		(6) goes east, half slight service.
	Decatur to Huntsville, C. S.	22.5	22.5	12		6	6	600 00	600 00	24	624 00					600 00	624 00	1,224 00				
	ARKANSAS.																				
7701	Hopefield to Madison	80				6	6	2,400	2,400	72	72					2,400	2,400	4,800				
	FLORIDA.																				
6201	Florida Railroad: Fernandina to Jacksonville, (17 R.)																				
	Lake Butler, (C. R.)	101	159	60		7	7	23,520 00	31,185 00	210 00	75 00	300 00	300 00	180 00	540 00	24,000 00	31,185 00	55,185 00				(7) goes east, half slight service.
	Gainesville & Alfred Railroad: Gainesville to Archer		26	24		6	6		1,600 00		96 00						1,696 00	1,696 00				
6100	Tallahassee & Gulf Railroad: St. Marks to Tallahassee	21.5	21.5			6	6	1,428 84	1,428 84	50 00	50 00					1,428 84	1,428 84	2,857 68	1,428 84	1,428 00		
	Tallahassee to Quincy			104		6	6		7,800 00		624 00						7,800 00	8,424 00				
	Quincy to Chattahoochee and Railroad		6			6	6		300 00		72 00						300 00	372 00				
	Tallahassee to Lake City	50	50			7	7	4,200 00			72 00					4,200 00		4,272 00				
		349.5	477.1	191				33,197 20	51,201 5			300 00	300 00	180 00	540 00	34,177 20	47,177 20	81,354 40	34,177 20	47,177 20		
	SOUTH CAROLINA.																				
2101	Wilmington & Manchester Railroad: Wilmington to Florence	102	102			24	7	49,056 00	24,528 00	768 00	1,536 00					49,056 00	26,064 00	75,120 00				(8) goes east, half slight service.
6104	Florence to Darlington																				
	Darlington to Kingsville	45	45																		
2017	Kingsville to Columbia	59	59			24	7	28,416 00	14,208 00	576 00	1,152 00	4,000 00	2,000 00	288 00	864 00	32,880 00	16,224 00	49,104 00	1,200 00			(9) goes east, half slight service.
	Wilmington, Charleston & Columbia Railroad: Wilmington to Kingsville	59	59			24	7	28,416 00	28,416 00	576 00	576 00	2,000 00	2,000 00	288 00	288 00	30,880 00	29,280 00	60,160 00				
	Kingsville to Columbia																					
6202	Kingsville & Florence Railroad: Kingsville to Florence		59.5	104		6	6		3,600 00		240 00						3,600 00	3,840 00				
6203	Florence & Cheraw Railroad: Florence to Cheraw	27	27			6	6	1,944 00	1,944 00	72 00	72 00					1,944 00	1,944 00	3,888 00	1,944 00	1,944 00		
6204	Cheraw and Darlington Railroad: Cheraw to Darlington	27	27			6	6	1,944 00	1,944 00	72 00	72 00					1,944 00	1,944 00	3,888 00	1,944 00	1,944 00		
6205	Cheraw & Chester Railroad: Cheraw to Chesterville	40	40			7	7	2,800 00	2,800 00	98 00	98 00					2,800 00	2,800 00	5,600 00	2,800 00	2,800 00		
6206	Chesterville to Chester																					
6207	Chester and Lenoir Railroad: Chester to Lenoir	32	32			6	6	2,304 00	2,304 00	86 40	86 40					2,304 00	2,304 00	4,608 00	2,304 00	2,304 00		
6208	Greenville & Columbia Railroad: Greenville to Alston	66	66			6	6	4,752 00	4,752 00	172 80	172 80					4,752 00	4,752 00	9,504 00	4,752 00	4,752 00		
6209	Alston to Columbia	26	26			6	6	1,872 00	1,872 00	72 00	72 00					1,872 00	1,872 00	3,744 00	1,872 00	1,872 00		
6210	Charleston & Savannah Railroad: Charleston to Yemassee	87	104	312		7	7	8,424 00	10,108 80	336 00	403 20					8,760 00	10,512 00	19,272 00				
		744	1,014	624				91,912 00	91,525 00			6,000 00	4,000 00	576 00	1,728 00	98,488 00	97,253 00	195,741 00				
	GEORGIA.																				
6101	Central Rail Road: Savannah to Macon	192	192			7	7	26,880 00	13,440 00	448 00	896 00	1,000 00	1,000 00	252 00	756 00	28,580 00	15,092 00	43,672 00	28,580 00	15,092 00		(10) goes additional for ½ slight service.
6102	Macon and Western Railroad: Macon to Atlanta	1045	1045	417 12		7	7	7,315 20	73,152 00	261 60	13,104 00	1,400 00	1,400 00	252 00	756 00	9,228 80	76,312 00	85,540 80	9,228 80	76,312 00		
6103	Augusta and Savannah Railroad: Augusta to Savannah	132	132			7	7	9,240 00	9,240 00	336 00	336 00	1,000 00	1,000 00	252 00	756 00	10,828 00	10,332 00	21,160 00	10,828 00	10,332 00		
6105	Georgia Rail Road & Banking Co.: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00	1,000 00	1,000 00	252 00	756 00	13,642 00	13,146 00	26,788 00	13,642 00	13,146 00		
6106	Georgia Rail Road & Banking Co.: Augusta to Athens	100	100			7	7	7,000 00	7,000 00	252 00	252 00					7,252 00	7,252 00	14,504 00				
6107	Athens Branch Railroad: Athens to Atlanta	71	71			7	7	4,970 00	4,970 00	175 00	175 00					5,145 00	5,145 00	10,290 00				
6108	Atlanta and La Grange Railroad: Atlanta to Newnan	40	40			7	7	2,800 00	2,800 00	98 00	98 00	1,000 00	1,000 00	252 00	756 00	4,150 00	3,854 00	8,004 00	4,150 00	3,854 00		
6109	Newnan to Grantville	26	26			7	7	1,820 00	1,820 00	64 00	64 00					1,884 00	1,884 00	3,768 00				
6110	Atlanta and West Point Railroad: West Point to Atlanta	87	87			7	7	6,090 00	6,090 00	214 00	214 00					6,304 00	6,304 00	12,608 00				
6111	Atlanta and La Grange Railroad: La Grange to Atlanta	71	71			7	7	4,970 00	4,970 00	175 00	175 00					5,145 00	5,145 00	10,290 00				
6112	Macon and Western Railroad: Macon to Atlanta	101	101			7	7	7,070 00	7,070 00	252 00	252 00					7,322 00	7,322 00	14,644 00				
6113	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6114	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6115	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6116	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6117	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6118	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6119	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6120	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6121	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6122	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6123	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6124	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6125	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6126	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6127	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6128	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6129	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6130	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6131	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6132	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6133	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6134	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6135	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6136	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6137	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6138	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6139	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6140	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6141	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6142	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6143	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6144	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6145	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6146	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6147	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6148	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6149	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6150	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6151	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6152	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6153	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6154	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6155	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6156	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6157	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6158	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6159	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6160	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6161	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6162	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6163	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6164	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6165	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6166	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6167	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6168	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6169	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6170	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6171	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6172	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6173	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6174	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6175	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6176	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6177	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6178	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6179	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6180	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6181	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6182	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6183	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6184	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6185	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6186	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6187	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6188	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6189	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6190	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6191	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6192	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6193	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6194	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
6195	Atlantic and Gulf Railroad: Savannah to Albany	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6196	Savannah, Albany and Gulf Railroad: Savannah to Thomasville	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6197	Atlanta and Richmond Railroad: Atlanta to Charlotte	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6198	Georgia Railroad: Augusta to Atlanta	171	171			7	7	11,970 00	11,970 00	420 00	420 00					12,390 00	12,390 00	24,780 00				
6199	Macon and Brunswick Railroad: Macon to Brunswick	176	176			7	7	12,320 00	12,320 00	420 00	420 00					12,740 00	12,740 00	25,480 00				
6200	Brunswick and Albany Railroad: Brunswick to Albany	82	82			7	7	5,740 00	5,740 00	196 00	196 00					5,936 00	5,936 00	11,872 00				
		1,965	2,054	1,248	97			137,550 00	144,480 00			24,000 00	24,000 00	3,456 00	10,368 00	165,006 00	178,848 00	343,854 00				
	MISSISSIPPI.																				
7601	Mississippi Central Railroad: Canton to Harlow, C. R.	40	40			7	7	2,800 00								2,800 00						
	Harlow to Pearl River	50	50		16	7	7	3,500 00	17,500 00	126 00	1,008 00	3,000 00	3,000 00	1,008 00	2,016 00	7,634 00	20,524 00	28,158 00				
7171	Brandon to Pearl River	10	10			7	7	700 00	700 00	25 20	25 20					725 20	725 20	1,450 40				
	Jackson to Brandon Railroad																					
	Jackson to Vicksburg	178	178			7	7	12,460 00	12,460 00	448 00	448 00					12,908 00	12,908 00	25,816 00				
7602	Mississippi Railroad: Brandon to Meridian	100	100			7	7	7,000 00	7,000 00	252 00	252 00					7,252 00	7,252 00	14,504 00				
	Meridian to Enterprise	30	30

(C.)

A TABULAR STATEMENT *under the Relative Headings of the Postal Routes in the Confederate States of America.*

STATES.	No. of Post Routes established by law.	No. of Routes let by the U. S. Government.	No. of Routes abandoned by Contractors.	No. of Routes discontinued by the Department since June 1st, 1861.	No. o Routes requiring additional information before issuing of contracts.	No. of Routes from which no response to Proclamation was received.	Amount saved by discontinued Routes.	Amount saved by discontinued Routes by the Blockade.	Aggregate amount saved by discontinued Routes per annum.	No. of Routes curtailed by the Department since 1st June, 1861.	Amount saved thereby.	Aggregate amount saved by discontinuance and curtailment of Routes.	No. of Contracts prepared in duplicate and sent out for execution.	No. of Contracts executed.	No. of Railroads and Branches in the C. S.	No. of Railroad Contracts executed.	REMARKS. ROUTES DISCONTINUED BY THE BLOCKADE.	
Arkansas.....	231	53	121	23	43	105	10,443 89	.....	10.443 89	5	5,168 99	15,612 88	31	22	1	....	VIRGINIA.	
Virginia.....	500	63	23	1	.....	142	239 00	38,620 00	38,859 00	15	2,200 18	41,059 18	311	270	18	11	1411, Washington to Acquia Creek,	16,600
South Carolina..	173	17	19	2	.....	12	233 00	.....	233 00	....	.....	233 00	114	103	16	9	4149, Norfolk to Baltimore,	18,000
Mississippi.....	224	26	12	12	8	32	26,897 09	....	26,897 09	57	34,955 47	61,852 56	143	117	9	2	4159, Norfolk to Old Point Comfort,	1,490
North Carolina..	290	55	15	.....	.....	18	.....	.....	.....	3	1,593 50	1,593 50	227	201	7	3	4593, Wheeling to Parkersburg,	2,480
Alabama.....	208	13	22	3	.....	48	15,476 00	....	15,476 00	7	2,917 00	18,393 00	169	141	10	5	FLORIDA.	
Louisiana.....	131	17	4	34	24	24	29,466 00	36,500 00	65,966 00	11	9,929 00	75,895 00	60	51	3	2	6501, Fernandina to Charleston,	36,000
Georgia.....	256	77	16	6	20	77	1,561 00	.....	1,561 00	20	8,660 00	10,221 00	156	133	21	17	6575, New Orleans to Key West,	59,000
Florida.....	70	20	5	4	5	5	8,432 00	95,000 00	103,432 00	2	972 00	104,404 00	42	32	6	1	LOUISIANA.	
Texas.....	272	24	49	40	13	31	25,863 00	170,130 00	195,993 00	36	173,275 00	369,268 00	225	126	7	....	8151, New Orleans to Mobile,	56,500
Tennessee.....	224	7	129	11	10	18	11,175 00	.....	11,175 00	47	22,045 50	33,220 50	147	110	11	5	TEXAS.	
																	8501, New Orleans to Indianola,	55,000
																	8502, New Orleans to Brazos Santiago,	25,130
																	8503, Brashear to Galveston,	45,000
																	8504, Brashear to Indianola,	45,000
Total.....	2579	372	415	141	123	512	$129,785 98	$340,250 00	$470,035 98	203	$261,716 64	$731,752 62	1625	1306	109	55	Total,	$340,250

Recapitulation of service discontinued and curtailed, viz: 141 routes discontinued by order of the Department....$129,785 98
11 " " "Blockade,".....340,250 00
203 Routes curtailed by order of the Department,.....261,716 64

Total,. $731,752 62

POST OFFICE DEPARTMENT, CONTRACT BUREAU,
February 28th, 1862.

Respectfully submitted,

H. ST. GEO. OFFUTT,
Chief of the Contract Bureau.

Hollinger Corp.
pH 8.5